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IT'S TIME FOR SUVs AND MUCK, SLUSH, AND BENT AXLES

HYUNDAI CRETA

Compact crossover. Oversized revolution

+

BATTLE OF THE BEHEMOTHS

New Q7 vs new XC90 vs Disco

FORD ENDEAVOUR

The flattener of mountains. Reborn

TG GOES FOR THE RECORD BOOKS WITH THE SUZUKI GIXXER, AND A GUTSY LASS

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VOLUME 10 ISSUE 12

NEW THAR
MORE MUSCLE FOR MAHINDRA'S OFF-ROAD HERO

G63 CRAZY COLOUR
OUTRAGEOUSNESS GETS A HIGH-VIS JACKET

BMW X6
LOVE IT. HATE IT. IT'S ALL NEW, AND CARES A HOOT

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WELCOME

"THE KOREANS MAY BE LOSING THE CONSUMER ELECTRONICS BATTLE TO CHINA, BUT WITH THE CRETA, THEIR PREMIER CARMAKER IS TAKING ON THE EUROPEANS"

A couple of months ago, I instagrammed a picture of the Hyundai Santa Fe. The car was parked in the middle of a harvested field, and it had some trees for company. And, there were no roads that led to where the Santa Fe was parked. The caption that accompanied the picture? "When you want to get close to trees, it's best to take an SUV."

There was a time when SUVs were panned for being environmentally-irresponsible. But, is it just me, or has the hatred dimmed? I would like to think so because SUVs are all that manufacturers seem to be making these days. Why? Because an SUV is what you are buying. Small or big, everyday or exotic, it looks like these tall, bulky machines are *the* things to have. But it isn't a passing fad, because SUVs are practical and make the automobile a more rounded machine that can conquer a greater variety of roads than an everyday sedan. Isn't that what we all want from our cars?

Despite an onslaught of new models, it hasn't got too crowded yet. Ford is getting back into the segment, which it has historically dominated, thanks to those massive SUVs and mini-trucks it sells in the USA. Almost a decade ago, India had a short glimpse of its prowess with the Endeavour, which has since faded into oblivion. But the new Endeavour is just a few months away, and from what we sampled in Thailand, it is a car to watch for. Interestingly, the Toyota Fortuner currently dominates the space that it will operate in, and it won't be easy beating the Toyota, especially with the new model on its way (we have a story on that, too).

The new Creta also floored us. When Hyundai said it wanted to tag its newest car #theperfectsuv, we thought it was just another marketing gimmick. But no, the Creta lives up to that tagline. Almost. It's the right size for an urban setting and is amazingly at home on the highway. While the Koreans may be losing the consumer electronics battle to China, its flagship automaker is ready to take the fight to the Europeans. Sure, a Hyundai sportscar that will rival a 911 is some time away, but the company's right up there when it comes to everyday cars. The Creta is a superb example. It may not look as well-proportioned and elegant as the bigger Santa Fe, but it is a proper mini-SUV that should make Renault and Mahindra worry.

It's raining SUVs this issue. Surely, a lot of you will be instagramming it. We are waiting for your pictures.

GIRISH KARKERA,
CHIEF COMMUNITY OFFICER & EDITOR
Twitter.com/karkeragirish

CONTENTS

FEATURES

052 Ford Endeavour
A mountain of a car with a mountain range of abilities

058 BMW X6
The love-it-or-hate-it SUV. Version 2.0

064 Porsche Macan Turbo
This is what happens when hotness gets hotter

071 Merc G63 Crazy Colour
Crazy car. Crazy paintjob. All-round mental derangement

076 Hyundai Creta
Compact SUVs and Hyundais aren't going to be the same again

084 Q7 vs Disco vs XC90
Down the shutters. Shut the doors. The behemoths are settling scores

092 Mahindra Thar
An old dog gets more bite and learns new tricks

100 Gixxer to Marsimik La
Youngest female rider takes on 18,000 feet

106 Rainforest Challenge
More proof that we don't just do *chai* and *bhajjiya* in the monsoons

110 Club Challenge
Just another excuse to stay out of office and plug some mud

112 Off-road essentials
Going out in the rough? Here's what you need to know

NEWS

16 New Pajero Sport
The old warhorse is setting up to give new lessons in off-roading

18 Toyota Fortuner
The hot-seller isn't done. A new one's just around the corner

19 Volvo buys Polestar
Volvo now owns the mental tuners from Sweden

21 Suzuki YRA
The Baleno is back. Well, almost. Very nearly

24 Royal Enfield Himalayan
All the dope on the upcoming adventure tourer

25 Yamaha FZ-250
Yes, you read that right. It's almost official. Now, sit down

PLANET TOPGEAR

28 Mumbai's traffic control room
There is a method behind the madness. Trust us, there is

31 Sriram Narayanan
Supercar Sriram reveals a soft corner for cheap cars

32 Shreenand Sadhale
Full-time pilot, part-time biker on biking in Ladakh

33 Abhishek Mishra
Comes up with a car-buying trick that's better than buying used cars

34 Options List
Motorola's hero phone, a watch inspired by Carroll Shelby and more

34

DRIVES

Driven/ridden this month...

Mercedes-AMG S63 Coupe 38
Yamaha YZF-R3 40
Honda Livo 42
Hero Xtreme Sports 43
Audi R8 V10 Plus 44
Yamaha Fascino 46

40

44

DATA

117–148
All you need to know about the best cars on sale today. Your car not there in the list? Sell it, and buy a new one, then...

CONTENTS

REGULARS

16

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BBC *TopGear* is edited by Girish Karkera and printed & published by Joji Varghese for and on behalf of Worldwide Media Pvt. Ltd., The Times of India Building, 4th floor, Dr D N Road, Mumbai-400 001. Printed at Rajhans Enterprises No: 134, 4th Main Road, Industrial Town, Rajajinager, Bangalore – 560044, India.

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Corporate Identification Number (CIN): U22120MH2003PTC142239

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LETTERS TO TG

What's wrong with Yamaha? It's understandable to some extent that motorcycle manufacturers known for producing earth-shattering performance vehicles would have to adapt to the Indian scenario and cater to individuals looking to buy motorcycles that deliver excellent fuel consumption. But, just what is Yamaha doing with something like the Fascino? It seems destined to lurk in the shadows due to its delicate styling. And there's the Saluto, a motorcycle that doesn't offer anything new aside from what the existing players in the segment already have on offer. Yamaha should stick to what they do best – produce high-performance machinery and not tarnish their reputation by making mass-market products.

Virat Pal
via email

I'm happy to see Maruti Suzuki come out with a premium car that will actually sell. What happened with the Kizashi was an absolute disaster. But the S-Cross definitely looks promising. I think that the company has finally gotten the premium car mix right this time and with the right pricing, the car is sure to be a great success. My wife and I are

seriously contemplating buying one if the price is right.

Abhishek Anand
via email

I love TG's features, but I am also spending more time reading the Garage section. One thing that caught my eye is the fact that the vehicles in this section are usually all-new. Now, if any problems were to crop up during the time they are with TG, they would more or less surface after 10,000km, which is approximately the time you guys conclude your long-term reports. Can you try out vehicles that have spent a fair amount of time in the sun?

Ram Baghel
via email

READERS SPEAK

Here's what our readers had to say about...
...the unveiling of the Mitsubishi Pajero Sport

Nakul Dalakoti: Yes, Finally Mitsubishi's got it right!
Rishu Goutam: Spectacular design. Love it.
Ayush Kaushik: Looks over the top, and to think it's such a capable SUV. Definitely not a fan of the way the rear looks. Hopefully, the looks will grow on me.

...the Hyundai Creta launch

Anant Mehrotra: Hyundai India, not impressed and disappointed with the features.. @₹12L we get no airbags? Really!
Manoj Chhikara: Low power, high cost
Sagar Milind Shinde: Best in compact SUV class, for sure
Gurpreet Singh: Not a great looker, but that's always the case when MBAs have a say in the design, and bean counters want to save costs and make compromises.

Photographer Nitin Rose's furry new assistant wasn't of much help on the S63 Coupe shoot
ON LOCATION WITH TG

WHAT'S NEW ON TOPGEAR.COM

Mahindra's new small SUV... er, TUV300
http://tinyurl.com/nsxgar9

Watch Robbie Maddison go surfing on his KTM
http://tinyurl.com/nabcalq

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THE LaLiT MUMBAI

L to R: **Girish Karkera**, Editor - BBC TopGear Magazine India, **Arvind Singhatiya**, VP, Corporate Affairs – Ola, **Mandira Bedi**, **Suniel Shetty**, **Deepak Lamba**, CEO, Worldwide Media, **Gautam Chatterjee,** Addl. Chief Secretary (Transport), **Milind Bharambe**, Joint Commissioner Traffic, Mumbai, **Jayant Mhaiskar**, MD, MEP, **Sheila Sail,** DCP (Crime Against Women Cell)

KEEPING UP THE GOOD WORK

BBC TopGear Magazine India and the Mumbai Traffic Police conclude their Street-Smart Street Safe campaign with a series of interesting, illuminating and inclusive activities

Dignitaries carpooled to the Street Smart-Street Safe launch

Women's Safety Drive participants at SNDT College, in Mumbai

It's not enough to simply start something. You've got to go the whole hog in terms of commitment and consistency. And, if it's a road safety initiative, especially one in India, which holds the dubious record of most road fatalities in the world, it is only prudent to drive home the message with renewed purpose. Which was what BBC TopGear Magazine India and the Traffic Control Branch, Brihanmumbai Police, and their partners, Bolt driven by Tata Motors and MEP Infrastructure, did last month with the Street Smart-Street Safe programme. The Street Smart-Street Safe campaign, which launched in June, saw a series of activities, including the launch of the Mumbai Traffic App, the Decongest Mumbai initiative that encouraged carpooling and a Women's Safety Drive.

July got off to a great start with the Traffic Angels activity. Hold on, what? Traffic Angels? Allow us to explain. Most people in Mumbai are guilty of jaywalking and disobeying traffic rules. Not only do these pedestrians imperil themselves, their irresponsible behaviour also obstructs the smooth flow of traffic. Obviously, a variety of people have used various means to get the message across, but Street-Smart Street-Safe decided to do something unique. In the second week of July, 75 young students of the Garodia International Centre for Learning participated in an activity aimed at highlighting the dangers of jaywalking. In order to ensure people do not jump signals and pedestrians follow road rules, the Street Smart-Street Safe Traffic Angels along with

'IT IS ONLY PRUDENT TO DRIVE HOME THE MESSAGE OF ROAD SAFETY WITH RENEWED PURPOSE'

dignitaries formed a human barrier at the Chhatrapati Shivaji Terminus (CST) junction, in South Mumbai, every time the signal turned red. This helped pedestrians cross the road safely and discouraged impatient motorists from taking off before the lights turned green. The students also carried placards with messages on road safety and on the importance of using the zebra crossing to prevent accidents. Intersections around major railway stations and highways are always witness

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BOLT FROM TATA MOTORS

(L to R) Anuya J Mhaiskar, Girish Karkera, Mandira Bedi and Khalid Quaiser

to speeding cars, and pedestrians are often in a hurry to get to their respective destinations. With CST being one of the busiest areas of the city, the number of people at risk is high. As such, it was one of the best locations to conduct the activity and drive home a point. Apart from actor Raveena Tandon, others present at the event included Dr Ravindra Shisve, Deputy Commissioner of Police, Traffic and Girish Karkera, Editor, BBC TopGear Magazine India.

"We often think road safety is about driving safe. Well, that's just one part of it. We live in a densely populated city and pedestrians often have to get onto roads to move around. Our request is to avoid that as much as possible, at least in places where safer options such as foot overbridges, subways and footpaths are available. With the Traffic Angels campaign, we want to drive home the message that pedestrians also have their share of responsibilities as road users," said Karkera.

The next and final step of the Street Smart - Street Safe campaign in Mumbai was the 'Obey

"We will soon have RFID (Radio Frequency Identification) high security number plates that can be captured on camera, so signals won't have to be manned." **Gautam Chatterjee**, IAS, Addl. Chief Secretary (Transport)

"Nearly 30 lakh vehicles ply on Mumbai's streets everyday. We have planned to start a traffic warden's scheme where an equal number of volunteers from the community and through corporate social responsibility will help our force regulate traffic." - **Milind Bharambe**, Joint Commissioner Traffic Police, Mumbai

"Safety is our top priority. This is a great initiative. It's going to help the citizens of Mumbai. The initiative will help reduce the number of accidents and address other road safety issues." - **Jayant Mhaiskar,** MD, MEP

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(L to R) Actress Raveena Tandon and Dr. Ravindra Shisve, DCP Zone 1, Mumbai Police and Girish Karkera, Editor, BBC TopGear Magazine India, with the Traffic Angels

Anil Kumbhare, DCP, Mumbai Traffic Police, overseeing the Traffic Angels activity near CST, in Mumbai

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app on Google Play Store
#StreetSmart

Traffic Laws Day', which was held on July 21 at the Traffic Park, in Cooperage, in South Mumbai. The aim was to spread awareness among youth about traffic laws and the importance of obeying them. Anil Kumbhare, DCP, Mumbai Traffic Police, actor Suniel Shetty and Girish Karkera graced the event and addressed students of the Campion School about the importance of obeying traffic laws. They also encouraged the students to develop a better sense of traffic. The whole idea behind the 'Obey Traffic Laws Day' was to let the message radiate from one group to another, from children to parents, and to friends and acquaintances.

"Safe roads are one of the key concerns for emerging India. And we need a holistic approach to it - from proper infrastructure, to traffic enforcement and general education. While most of these may or may not be under our individual control, self-discipline is. Each one of us can start by making sure that we obey traffic rules and make sure that our family and friends do it, too. Be it wearing seatbelts even when sitting in the seats at the rear, or obeying traffic signals even when a traffic policeman isn't around, we need to set an example for others," said Karkera.

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The idea behind 'Obey Traffic Laws Day' was to let the message radiate from children to parents, and to friends and acquaintances

"Safety is of paramount importance to us. We believe that educating road users about passive safety is essential. This drive is a step in the right direction. We chose to associate the Tata Bolt with this initiative as it comes with class-leading safety features." - **Mayank Pareek,** President, Passenger Vehicles, Tata Motors

" With regards to safety on the roads, one needs to drive responsibly. Don't drink and drive. If you drink and drive, remember OLA." **Arvind Singhatiya**, Vice President, Corporate Affairs, OLA

"Carpooling is amazing. By doing that you're doing good things to the environment, and it's fun to travel with somebody, isn't it?"
- **Mandira Bedi**, actor

"When I was in college, there was always one of us who took the car out, and 4-5 of us would go together. Like I said, we bonded better, we made sure that we were all on time."
- **Suniel Shetty,** actor

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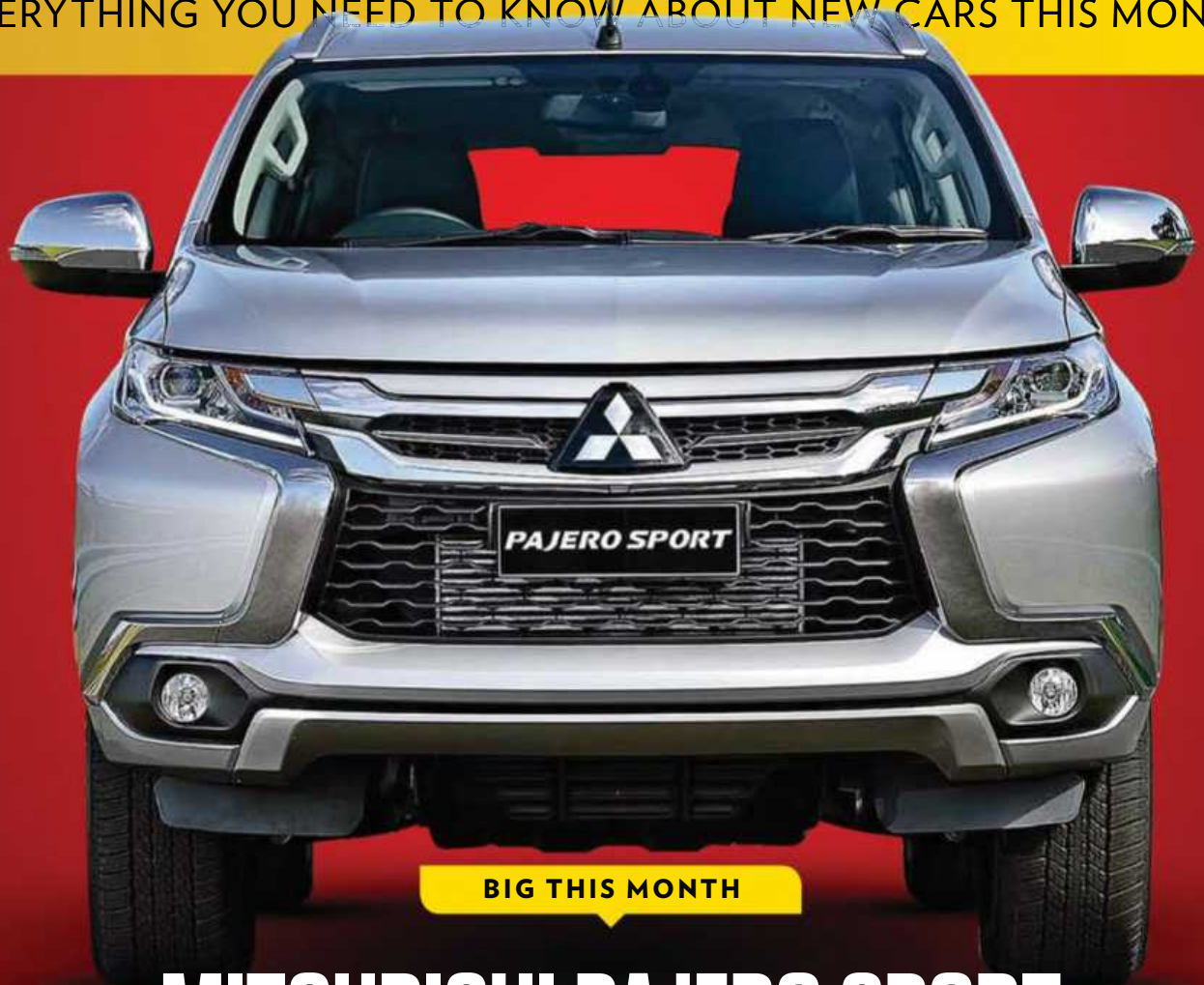
NEWS

EVERYTHING YOU NEED TO KNOW ABOUT NEW CARS THIS MONTH



BIG THIS MONTH

MITSUBISHI PAJERO SPORT

The modern-day Pajero has grown up. More off-roadiness, more technology, and enough chrome to cover entire cars TURN OVER

Rad Max

The brand-new Mitsubishi Pajero Sport has broken cover, and it's out to get your attention – with its techno-wizardry, and with the way it looks

BY ABHINAV MISHRA

Manufacturers love showing off their ₹1 crore+ SUVs tackling some challenging terrain. It may look thrilling in the promos, but in reality, most of these SUVs spend their lives ambling on well-paved roads. No one spending over a crore would tolerate a sprinkling of dust on their shiny behemoth; let alone drop its front wheel into a puddle of mud. For those who actually want to off-road in their daily SUVs, there are humble pick-up truck-based SUVs like the Toyota Fortuner, Ford Endeavour and Mitsubishi Pajero Sport.

All three have been quite popular over the years, and their respective makers will be bringing the latest generations of these SUVs to India, soon. As usual, the Pajero Sport will be the last to arrive. Call it the lack of commitment from Hindustan Motors and Mitsubishi, or the need to satisfy demand in markets like Thailand, where the Pajero Sport will be launched first.

The design of the new Pajero Sport did leave most of the *TG* team speechless. The love-it-or-hate-it-with-all-of-your-heart design isn't for everyone, but we think it's a bold move. Yes, even we took a second or two to spot the headlights in that sea of chrome on the Pajero Sport's face.

Let it melt till the ooze reaches the bumper, and thou shall have a whacked-out tail-light

Speaking of chrome, we're pretty sure that a lot of Indian buyers will love the copious amounts of the decorative material applied to the nose. Move to the side, and disappointment creeps in. Compared to the muscular front, the side profile looks elongated, making the Pajero Sport look more like an MPV. The people-carrier look also sets in thanks to the tapered three-quarter glass that makes way for the tail-light.

And the tail-lights themselves are a topic of discussion, inspired, perhaps, by a melting wax candle. How else do you explain the utterly weird tail-light design? The new Pajero Sport is possibly the most controversial design to hit the automotive industry since Chris Bangle's E65 BMW 7-Series.

The interior – thankfully – is far more conventional than the bold and somewhat strange exterior. The centre console is

dominated by a touchscreen infotainment system. The dial placed behind the gear lever is for shifting between the two- and four-wheel drive modes, while the cubbyholes seem big enough to hold large lattes. Space is abundant, and even the jump seats at the back look fairly comfortable. Under-thigh support could be iffy back there as the seat sits pretty low.

On close inspection, you will see that the power window and wing mirror switches have been carried over from the old Pajero Sport. Mitsubishi will be sticking to a silver and black interior colour scheme for markets abroad, but in India, we should, unsurprisingly, get a beige-and-wood-clad interior.

Powering the new Pajero Sport is an in-line 2.4-litre diesel motor which makes 178bhp and 430Nm of torque. Mitsubishi has developed an all-new eight-speed automatic gearbox for the Pajero. What you also get now is the second generation Super-Select 4WD system, which is equipped with hill descent control and an off-road mode.

In Thailand, the vehicle comes loaded with advanced systems like cruise control, automatic braking, and blind spot detection, which, until now, were only offered on vehicles that are way more expensive. There's also a park assist system that provides feed from cameras mounted around the vehicle, including a 'bird's eye' view of the vehicle's position.

The big new Mitsu will join the party halfway through next year. It won't be cheap, though, as Mitsubishi won't compromise on quality.

Smartly done insides to be draped in beige leather and fake wood for us lot

Expect to shell out around ₹30-32 lakh (on-road) for a fully-loaded variant. More interestingly, for India, the Pajero Sport badge, in all likelihood, will be replaced with the Montero Sport name. Mitsubishi would like to continue selling the previous-gen Pajero Sport at a lower price point, so this can be the company's flagship... in a two-car line-up.

ENGINE	
2.4-litre diesel motor	
Power	**Torque**
178bhp	430Nm

Toyota readies a new champ for India

The new iteration of the best-selling Fortuner will be here later this year

Starting with the looks, the new Fortuner has a lot happening up front. The new SUV's face has more cuts than Manny Pacquiao's had after his last bout with Floyd Mayweather Jr. Its squint projector headlights with integrated DRLs, loads of chrome around the grille and the oddly designed fog lamps give the 2016 Fortuner a look that could well make it the star attraction in a blinged-out, hip-hop music video. Toyota has given its burly next-gen SUV both good and bad styling bits. We like the square-ish front wheel arches, the muscular rear wheel haunches and the blacked-out pillars that give the roof a 'floating' appearance. But the chrome handles and lining that runs around the car from mirror to mirror appear a little over-the-top.

The ladder-on-frame SUV will be a CKD sourced from Thailand, and Indian models will feature trim levels that will include soft-touch materials, brushed aluminium inserts and a large touchscreen infotainment system. Top-end variants will receive the full-leather treatment.

The Fortuner will be powered by a new family of engines. A 2.4-litre diesel developing 148bhp and 400Nm will replace the existing 2.5-litre unit, and a 175bhp, 450Nm, 2.8-litre oil-burner will replace current 3.0-litre diesel motor. India will also have the option of choosing between a 6-speed manual and a 6-speed automatic gearbox.

The Fortuner will be available in both 2WD and 4WD, and while the older 4x4 variant came with a full-time 4WD system, the 2016 model will house a shift-on-the-fly 4x4 mechanism with a lockable rear differential. The international Fortuner models get traction control, seven airbags, a reversing camera, hill-start assist and a touch-screen audio system, and we expect most of these features to feature in the India-spec models. There's no word, or rumour on pricing yet, but we expect it to be priced at a slight premium to the new Ford Endeavour, which is expected to be priced between ₹25 to ₹30 lakh (on-road, Delhi) . While it won't be the most macho-looking SUV to hit Indian roads – it will be here by December – going by its track record, we won't be surprised if the new Fortuner becomes the most popular sport ute around.

Polestar position

Volvo picks up Swedish turning firm in a bid to take on AMG and M

It's phase II of Volvo's ambitious plan to take on the German luxury carmakers. Last month, the Swedish manufacturer picked up tuning firm Polestar Racing (again, Swedish) and signalled its ambitions to encroach into BMW M and Mercedes-AMG territory. For years, Polestar has been transforming regular Volvos into speed-machines, and the company also sells a limited number of these tuned models in Europe and America. While we can imagine a Volvo Polestar S60 chasing a Mercedes-AMG C63 down the autobahn, a high performance sports coupe will take sometime to happen. But, the interesting question is whether Polestar will get big engines to work on – remember, Volvo only uses four-cylinder motors to power its range – or will it use hybrid tech and forced induction to boost performance? Tuning companies still rely on larger displacement engines to shave off 0-100kph times. So it will be interesting to see how Polestar closes the gap.

With Volvo acquiring Polestar, we will see a rise in production as well. Volvo sells a mere 750 units of its high-performance Polestar S60 and V60 annually. The company expects this number to swell to around 1,500 with the introduction of newer variants.

Apart from expanding its range, Volvo will also be keen on adding new customers in emerging markets. This means there will be a certain numbers of Volvo Polestars allocated to India as well.

Honda unleashes its 650

Middleweight sport-tourer from Japan has landed

Until now, the only 600s you could buy in India were made by Kawasaki and Benelli. This month on, there is another player in the segment, and it is Honda. The big H recently launched its CBR 650F, which will be locally assembled, and has enough grunt to make everyone sit up and take note.

The motorcycle is powered by a 648cc liquid-cooled 4cyl engine that is teamed with a six-speed gearbox. At 86bhp and 63Nm, the 650F, which weights 215kg, has more firepower than the Kawasaki Ninja 650 and the Benelli TNT 600 GT, but, at ₹8.24 lakh, it is, well, also the most expensive bike in the range. Will enthusiasts pay a premium for a 600 from Honda? We will find out soon.

The Trailblazer will be out next month

The Spin is on its way, but it'll take some time. Nearly two years, that is

The Beat will come, along with a three-box sibling

WATCH OUT FOR CHEVY'S TRAILBLAZER

General Motors shuts plant at Halol, but lines up new models such as the Blazer, Spin and Beat

Up until now, 2015 has been a forgettable year for General Motors, in India. The manufacturer, which hasn't added anything remarkable to its portfolio, also had to deal with the recent recall of 1.55 lakh cars. So, yes, it was time to take some hard decisions, and GM is doing just that. While it will cease production at its Halol plant in the second half of 2016, it has, on the other hand, lined up a $1billion dollar investment in India, part of which will be used to turn its Talegon facility, in Maharashtra, into an export hub. According to Gaurav Vangaal, a senior analyst at IHS Automotive, the plant ulilisation rate at Halol has been under 30 per cent for the last couple of years. "Consolidating the Indian manufacturing seems like an extension of part of regional consolidation after Indonesia, and is a wise decision by GM," said Vangaal.

But its huge investment in India will mean more cars for consumers, and ten new Chevy models will be launched in the next five years. The first of these will be the Trailblazer, which will be launched in October 2015. The Trailblazer will not have it easy, considering it will have to do battle with the likes of the soon-to-be-launched new Toyota Fortuner and Ford Endeavour. But the Blazer, a true-blue American SUV does appear to have enough firepower to hold its own against the competition. While details regarding specifications are unavailable, we expect it to be powered by Duramax diesel units that deliver outputs of 150 and 180bhp, respectively. The other vehicle slated for launch – in early 2017 – is the Spin MPV. Meanwhile, the investment in the country will be part of a $5bn Chevy initiative – and the result of a tie-up with China's SAIC – to develop an all new car family for Brazil, Mexico, China and India.

WITH INPUTES FROM KETAN THAKKAR

WHAT'S NEXT FOR NEXA?

The Suzuki Baleno hatchback, is what. But, it will get a new name for India...

By Amaan Ahmed

The S-Cross, as we have discovered, is pretty good. Maruti has positioned it above all of its current products, and the Nexa chain of dealerships is ready to treat the discerning luxury crossover buyer the way he/she should be treated. But, all said and done, the Nexa experience, no matter how pleasing, won't survive on profits earned by selling a ₹15 lakh crossover alone. Nexa needs that volume driver, and soon.

Hyundai has been selling 10,000 units of the Elite i20 every month on an average, and the new Honda Jazz, too, has received a warm welcome. Clearly, there is a market for a big, feature-rich ₹8-10 lakh hatchback, and even though the Swift is still going strong, the time for a swish, sizeable Maruti hatch has come.

So, on to the Baleno. The Baleno name was used on a three-door hatchback that Suzuki sold in Germany back in the day, and since this hatch is making its debut at the Frankfurt Motor Show (and will also be sold globally), Suzuki has seen fit to revert to an old nameplate. For India, though, it will receive a new name, because the Baleno sedan, while loved by scores of people, is an old product, and Maruti may want the hatch to have an identity of its own.

At 4,023mm, the Baleno doesn't classify as a sub-four metre vehicle, but we expect Maruti to shave those extra millimetres off in a bid to secure that precious excise duty sop. But, despite the trimming, the Baleno should still be one of the biggest hatches in the country, with ample space for five people and their luggage. It's based on a new modular platform, so Suzuki may roll out a sedan based on the Baleno hatch for international markets, as well as a mild hybrid version of the hatch sometime in the future.

Engine details hadn't been confirmed at the time of going to press, but we expect Suzuki's new 1.0-litre, direct-injection turbo petrol motor to develop close to 90bhp, along with a healthy dollop of torque. This compact new mill weighs very little, and according to Suzuki, is also extremely fuel-efficient. For India, it will also get the tried and trusted 1.3-litre DDiS diesel engine we see in other Marutis.

The best part is, India doesn't have to wait too long for the Baleno. After appearing at Frankfurt, the car will be launched here during the festive season, and we expect it to be priced between ₹6-10 lakh.

XA Alpha not for Nexa

As surprising as it may sound, the XA Alpha will not be sold through Nexa dealerships. Maruti's new sub-four metre Ford EcoSport-fighter will arrive at the 2016 Delhi Auto Expo, and while it, too, will retail at around ₹8-12 lakh, it will be sold through Maruti's main dealer network.

Blue blood? It's the Ferrari 488 Spider

661bhp turbocharged V8 two-seater loses its roof. Hold onto your trilby BY JASON BARLOW

SPIDER *OR* SPYDER?

FERRARI'S FIRMLY IN THE 'SPIDER' CAMP, BUT WHO ELSE USES 'I' AND WHO USES 'Y'?

ALFA ROMEO

LAMBORGHINI

McLAREN

PORSCHE

SPIDER

SPYDER

THE OPPOSITION: McLAREN 650S
All but identical V8 turbo power and performance, all but identical roof...

It may not be the purist's choice, but in many ways the Spider is the signature Prancing Horse. The first Ferrari, the 125S, was technically a Spider. In fact, seven years before Ferrari actually became Ferrari, Enzo produced an open car called the Auto Avio Costruzioni 815, powered by a 1.5-litre eight-cylinder. It had the princely power output of 70bhp.

That was 1940. Seventy-five years later, a horsepower deficit is definitely not an issue the new 488 Spider faces. Powered by the same 3.9-litre twin-turbo V8 that made its debut in the GTB earlier this year, the new car makes an identical 661bhp at 8,000rpm, 560 torques at 3,000rpm, and has the same trick variable torque management software and decidedly un-turboey 0.8-second throttle response. Zero to 100kph takes three seconds flat; zero to 200kph, an even more startling 8.7 seconds. This is enough to comprehensively rearrange even the more modest Beverly Hills bouffant.

The new car arrives hot on the heels of the Berlinetta, Maranello clearly intent on maintaining the flow of fresh product as Ferrari's management prepares to float a portion of the company on the New York Stock Exchange. With a raft of new shareholders to appease, Ferrari's self-imposed 7,000 units per year limit may be tested somewhat, so it'll be interesting to see how they preserve the exclusivity that is so fundamental to the company's success.

For now, the Spider is an entirely logical range extension. Ferrari says that the 488 is the most powerful mid-engined V8 ever to feature the retractable hard top (RHT), but as it's only the second model to have one, following the 458 Spider, that's the least of its boasts. Ferrari claims that the car was effectively designed around this hard-top roof, and the company's aero wizards and designers have worked hard to ensure that it delivers the same mighty levels of downforce as the fixed car. Like the GTB, it has a 'blown' rear spoiler, and the car's underbody has vortex generators. This is true Formula One know-how.

The 488's flying buttresses are more pronounced on the Spider, and have been designed to optimise airflow across the engine lid, which obviously has a completely different configuration to the GTB (there's no glass engine viewing panel here). Ferrari's Centro Stile has also added mesh grilles to the engine cover, and it has a ribbed effect. It's not as pretty as the GTB, but you've got to hand it to them: a hard-top roof that can fold completely out of view in 14 seconds on a mid-engined car is a tidy achievement.

More importantly, the car's structural rigidity isn't sacrificed on the altar of permatanned client vanity. The Spider's chassis uses 11 different grades of aluminium, as well as magnesium, to achieve exactly the same overall strength as the GTB – that equates to a 23 per cent improvement on the previous Spider. What a wobbly lard bucket that now seems in comparison.

You want noise? Ferrari reckons exhaust headers with longer, equal-length piping and the V8's flat-plane crank as well as bespoke harmonics give the new Spider a unique soundtrack. Whether it's as strident as its normally aspirated predecessor remains to be seen (or heard). It also gets the SSC2 Side Slip Angle Control System, which is more fun to use than it is to say. As well as letting the, er, less skilled indulge their inner Vettel, it means that corner exits happen 12 per cent faster. You won't be able to verify that yourself, of course, but you're also less likely to fall off the road.

"The previous Spider seems a wobbly lard bucket in comparison"

0–200kph in 8.7secs. Not a hairdresser's car...

Mountain man

The Himalayan, Royal Enfield's first adventure-tourer, is still under wraps. Or not... BY AMAAN AHMED

Between 2015 and 2017, Royal Enfield will present to the world three completely new motorcycles. That translates into one motorbike every year. The first of the lot will look like this, or roughly like this: the Himalayan. Spy shots of the tourer have swamped the internet, but details are scarce... or rather, they were.

First off, this really is an all-new offering. Okay, it may share some switchgear with the Continental GT, but that'll be about it. It's based on a new platform, which will also become the basis for future REs. A twin downtube cradle frame - also seen on the CGT - will be the chassis of choice, with a completely new swing arm. Tyres will be the on/off-road type, most likely sourced from Pirelli, while the long-travel telescopic forks up front and monoshock (a first for RE) at the back coming from Paioli. Disc brakes will be standard - a single disc at both ends - and ABS should also be available as an option.

The engine is new as well - a single-cylinder, 410cc, fuel-injected motor that should put out anything between 25-30bhp, and over 40Nm of torque. Considering this is a bike that's prepped for off-road duties, low- and mid-range torque will be the motor's strong points. A five-speed gearbox is what everyone expects to see, but we wouldn't be surprised if RE is readying a six-speeder for what it intends to market as a long-distance machine.

As for how it'll look... well, this is what our artist has come up with, but with Pierre Terblanche - the man who designed the Ducati Multistrada and Hyperstrada - leading the design, you know it should look like a smart, rugged middleweight livened up with a dash of neo-retro. A stubby, upswept exhaust will be on the official accessories list, as will a whole range of Himalayan-branded apparel. And yes, at an expected price of ₹2.5 lakh (ex-showroom), this will be the most expensive Royal Enfield when it is launched towards the end of 2015.

It's true!

Yam nuts have, time and again, debated the existence of a 250cc FZ. But now, we can tell you that Yamaha's best-kept secret is indeed on its way BY AMAAN AHMED

Ever since the FZ-16 went on sale, in 2008, almost every Yamaha nut has asked "An FZ-25 must be on the cards, surely?"

They seemed to have been asking in vain, because, with each passing year, the prospect of seeing an FZ with a bigger engine dimmed considerably. But, it turns out this big FZ is no mythical creature - it exists, and it is being readied for a 2017 launch.

So, what do we know. Well, we can tell you that this bike has been in the works since the original FZ was launched, and yes, it has been in development for a very long time. Everything for the FZ-250 has been sourced from, and tested in, our land.

A 249cc, single-cylinder, fuel-injected Blue Core engine is what should be powering this big FZ, blessing it with an output of around 30bhp, and 25Nm. It is an FZ after all, so low-end grunt will be immense, and mid-range punch will also be excellent. We could see a six-speed 'box on the FZ-250. And though the bike has never been spotted, we can tell you that it'll be like the FZ-16 in appearance, only bigger and beefier.

Why bother with a 250cc FZ when you've got the 320cc MT-320 coming in, you ask. The answer is simple: the MT is a twin-cylinder naked, and being a CKD, it'll be expensive. The FZ is a single, and is made in India, so that will help Yamaha price it aggressively. And anyway, who ever complained about seeing more new Yamahas?

YOU KNOW HOW IT IS: THERE'S ALWAYS SOME KIND OF TEST, BEFORE THEY LET YOU INTO THE GANG.

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Mumb-Eye

A CITY THAT IS FOREVER ON THE MOVE NEEDS A TRAFFIC CONTROL ROOM THAT IS FOREVER TICKING

p031

SRIRAM NARAYANAN
On cheap cars and the thrills they provide

p032

SHREENAND SADHALE
Wakes up under blue skies in Ladakh

p033

ABHISHEK MISHRA
Buying an old 'new' car can be a quite a deal

p034

OPTIONS LIST
Motorola's flagship device, and other shiny things

Kanhaiyyalal Shinde heads the CCTV section of the Traffic Control Room, in Mumbai

THE SHOW GOES ON

Mumbai never stops. Neither does the flow of traffic on its streets. And, with so many people driving around Maximum City, the room that controls its pulse is - as surprising as it may sound to many - forever on its toes

WORDS: **AMAAN AHMED** PHOTOGRAPHY: **BAJIRAO PAWAR**

Kanhaiyyalal Shinde stays in Bandra, in north Mumbai. Every morning, he leaves for work on his office bike, a Bajaj Pulsar 180, no later than 9am. He has to report in at 10am. The number of kilometres separating his home from his workplace is less than 10. Ideally, the journey should take him around 20 minutes. But this is Mumbai we're talking about. Traffic conditions here are about 217 kilometres away from ideal. Before he can get to his office, Shinde must deal with cars, motorcycles, scooters, buses, lorries, road rollers, loaders, cart-pullers, and the 50-year old woman who didn't see him coming. And, once he arrives at his office, he must deal with all of those again. For the 10 hours that follow.

Assistant Police Inspector KP Shinde heads the Mumbai Traffic Police's CCTV control room.

***

Sir Pochkhanawala Road is a stone's throw from Worli Sea-Face. Now, Worli, in general, is a busy place. There's a lot of vehicular movement along the sea-face, particularly in the evening. Which is why the first thing that strikes me as I make my way to the Traffic Police HQ, located on Sir Pochkhanawala Road, is how deafeningly silent the area is. The clay-hued structure is situated in the heart of the Worli Police Camp, a neighbourhood where teenagers are playing gully cricket in the middle of the road at 5pm, and the loudest thing around is the rattle emanating from the back of the radio cab I am in. So, the noisiest, most chaotic scenes of the city are beamed, monitored and recorded in one of the calmest, most serene locales of the city? I suppose, there's some logic in there.

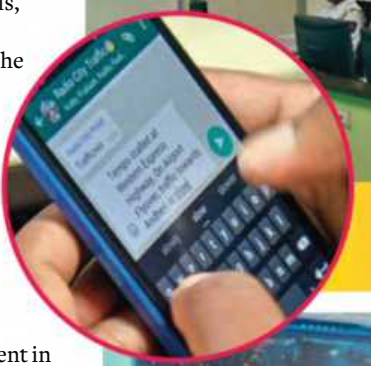
***

After completing the draft to be submitted for clearance of our photoshoot at the HQ, I go looking for Shinde. He isn't in his cabin on the sixth floor. I go down a floor, two floors, three, only to find him on the second. He's in a rush - the Joint Commissioner of Police (JCP) - Traffic, Milind Bharambe, has convened a meeting. Shinde's a tall man at six-foot-one, and he looks a bit awkward running around, putting on his navy blue cap hastily while grasping a notebook and pen. He only has time to answer one query.

"Do you have this meeting everyday at this time?"

Softly, Shinde responds. "Not really. JCP *sir* calls for a meeting whenever there is a situation, whenever he needs an update on the prevailing traffic conditions in the city, and then we try to find a solution for the problems at hand. There is no scheduled time as such." ➤

TRAFFIC CONTOL ROOM



INCOMING TECH

ANPR CAMERAS | MOBILE APP | MULTIMEDIA CELL | E-CHALLANS

The traffic control room, on the fifth floor of the premises, is divided into four sections: CCTV, calls, SMS-VMS (Variable Message Signboards) and wireless. The CCTV section is at the entrance to the room, and the first thing I see is the feed from CCTV cams being relayed onto a giant screen mounted on the wall. Kemps Corner, Air India junction, Pedder Road, CST, Khada Parsi and Haji Ali are the areas being monitored currently. The wireless crackles to life with a voice detailing traffic status at a certain intersection, in Marathi, and is promptly attended to by one of the 24 officers in the CCTV room. Including the other divisions, there are a total of 37 people present in the traffic control room. They are so focused, I'm worried I will be a distraction as Shinde motions me to occupy one of the vacant chairs.

How does it all work?

"We analyse real-time footage from 229 CCTV cameras installed across the city, 24 hours a day. At any given point, we can have footage from one to 64 CCTV cams on the main video wall at the same time. One of the 24 machines in the room decides which areas should be on the main video wall, while the ones that aren't are regularly monitored by other officers. As and when we see traffic build up on a certain stretch, we get in touch with the local police chowkie and instruct them to deploy traffic policemen to ease the flow of traffic," Shinde tells me. For areas that aren't covered by CCTV cameras, there's the wireless department at the back. All wireless messages are received and sent through three different systems, depending on which part of the city they're coming from: South, North and West and East and Central. The text messages regarding route diversions created during festivals you receive at times? Those originate from the traffic control room. The text updates beamed on the 48 VMSs erected across the city are also created here.

I get a demo of how a traffic jam is eased. Shinde points at the Kemps Corner screen, and says, "The construction of the road is such that vehicles going in the same direction are bound to cross paths, which causes a situation we refer to as "*baota-kainchi* (a pair of scissors). So, we inform the rider (traffic policeman on a motorcycle) in that area to position himself accordingly to stop that from happening, and even if vehicles are stuck, he systematically releases traffic and clears the jam". And so it goes. The cars that were lodged in the jam were slowly but surely making their way out of the *baota-kainchi*.

The Mumbai Traffic Police is also in the process of replacing all its old CCTV cameras with new high-definition units, and taking the total count up to 6,000 cameras by 2017. Shinde tells me 1,200 of those should be fitted by Diwali this year, while some have already been placed. I get to see the difference between old and new for myself. Feed from an HD cam on the Eastern Express Highway is clearer and brighter than the dark and grainy footage from an old unit, though the image from the HD cam pixelates when the cars are moving, so I don't know how useful they'll be in closing hit-and-run cases. That said, a number of the new cams will be the Automatic Number Plate Recognition (ANPR) type, which will help nab those who think speed limits are a joke. The plan is to fire off e-challans straight to the homes of the offenders, so it doesn't matter whether or not a traffic cop is present at the scene of a traffic-rule violation. That'll start in a month's time, but until then, the traffic control room records footage of violations and fines motorists on a daily basis. So, you may want to think twice before you choose to jump that red light late at night next time.

The feed in the top left screen is from a new HD cam, while the one below it is from an old one

Numbeo is an online database that possesses data provided by people across the world. According to its latest traffic index, out of 124 cities, Mumbai is the city with the highest one-way travel time, highest rate of dissatisfaction due to stretched commute times, and is second only to Kolkata on the list, all things considered. So, when life is so hard for us lot, the ones doing the driving, how bad can it be for the ones responsible for ensuring everything works like clockwork?

"Every year during Ganpati *visarjan* and on New Year's Eve, we're in the room all day. Walk in at 10 am today, walk out at 10 am tomorrow. There have been times when I've sent out so many instructions in a day, that I've shouted myself hoarse, and have had to ask a colleague to speak on my behalf. We're human, too. On days like those, even we need a small break, to go out for a walk, have a cup of tea, that is how we de-stress."

Shinde isn't complaining, though. Not after what he saw (or didn't see) in his previous posting.

"Before this, I was working in Gadchiroli, a Naxal-infested area, for four years. There, seeing a vehicle was like spotting a UFO. Here, there isn't a moment when the road is completely empty -- it's something that'll never happen in Mumbai."

"This is our job. This is what we do, and what we have to do. We can do it with a smile, or we can do it with a sullen face. We choose the former."

37 OFFICERS IN TRAFFIC CONTROL ROOM | **229** CCTVs | **6000** CCTVs (BY 2017) | **750** TRAFFIC SIGNALS | **48** VMS BOARDS | **30*** LAKH VEHICLES PLY ON MUMBAI'S ROADS DAILY | **550*** VEHICLES REGISTERED IN MUMBAI EVERY DAY

*APPROX

Sriram Narayanan

HAS REALISED THAT IF YOU ARE CHEAP, YOU CAN'T THRILL ANYMORE

ON THINGS THAT MOVE, AND THINGS THAT MOVE HIM

Japan is a great place. You can perform a surgery on its roads without risking an infection to the patient. Discipline is something the Japanese slather with permanent glue and slap it on themselves. And, when the rest of the world thought it had done everything it could with technology, the Japanese re-invented things with a lot of reliability thrown in. Forget their electronics or the bullet train, even their toilets are from the future. While most of earth still grapples with water or toilet paper or the total lack of both, a Japanese loo has an in-built precision jet-spray with electronically adjustable water temperature and pressure, the seat itself is temperature controlled, and once you have done your deed, you can activate a dryer. In-built, of course. Which makes using a Japanese loo more hassle-free than using an Indian toll road.

But for all their technological might, there's one lie they didn't ask for, and one lie they've been living with. The lie of being the land of the rising sun. You see, the ancient Chinese thought there was nothing beyond the east of Japan. No Samoa, no Papua New Guinea, no New Zealand. And so, the title stuck.

It seems Japan and New Zealand have made their peace with it. Which is good. But do you notice something here? If you keep repeating a lie – Salman Khan is an actor, an iPhone is the best, faster is better than slower, more megapixels means a better camera or Japan is the land of the rising sun – it becomes the truth. One such unfortunate tag is the one I seem to be stuck with. In close circles, my name comes with a prefix: supercar. Which makes me a tad uncomfortable. I'd like to say I've got the opportunity to travel and drive quite a lot of them because I'm quite simply the best in the business. But truth is, the opportunities came by because one of my colleagues had an invalid passport. Another did not have one at all. One couldn't leave the city for long because that'd mean leaving his dog alone. And another's bank statement had so few digits, visa officers saw him as a potential flight risk. So, when I'd get inside a car that had 70 instead of 570bhp, I'd hear a query: "Are you sure you can drive it?"

"The original Fiesta, Punto and A-Star had engines smoother than a conman selling off Rashtrapati Bhavan"

Fact is, the best times I've had in a car have been in the driver's seat of a cheap car. The original Honda City, the 1.3 and 1.6 Ford Ikons, the Maruti Esteem and the Zen; and more recently, the original Ford Fiesta, the Fiat Grande Punto and even the Maruti A-Star. They were all cheap, they had no servotronic steering systems, no turbocharging, no crazy length and width rules to stick to and their engines were smoother than a conman selling off Rashtrapati Bhavan to a Gurgaon developer. And, they could rev to such smoulderingly hot levels, item songs would never be in business. Their thresholds, compared to BMWs or Lamborghinis, were lower. So you could have fun without pushing the envelopes of other road users' heart rates, sweat glands and anxiety levels.

The current lot of mini-sedans do not even pretend to be driver's cars. The Verna is too soft, the City – from a low, squat, rectangular car – is now a chrome-infested miniature MPV that doesn't feel like it has 117 horses. The Punto used to be atrocious with everything else and incredible with ride, handling and steering feel. And when customers were screaming for "better service", Fiat heard "better ground-clearance" and ruined the whole point of the car. Fords aren't half as engaging as before. And while the Polo and Vento TSIs are good, all you need to listen to is a three-cylinder A-Star above 5,000rpm, and you will know what the VWs lack. Seems like despite being cheap, in the past, we could still have our thrills. What would be a great cheap thrill is a cross between the Grande Punto and the Fiesta 1.6 S. That's a strange request for a dream car. But sometimes, simplicity is all that cheapos like me need.

ILLUSTRATION: BOB

The views expressed in this column are solely those of the author.

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Shreenand Sadhale

OUR INTREPID COLUMNIST HEADS TO THE MOUNTAINS FOR SOME FRESH AIR

FULL TIME PILOT, PART-TIME MOTORING JOURNALIST. SOME GUYS HAVE IT ALL...

We were on the phone for barely 30 seconds, but by the end of it, we were planning a ride to the Himalayas. "We head up to Himachal and then camp through Pangi Valley and finish at Srinagar," said Josh, my long-time riding buddy. "All right," I said, throwing my Sidi Adventures in the Rynox saddle bags, "I will see you in Chandigarh."

Apart from a troublesome motorcycle, there's nothing more likely to ruin a ride than incompatible riding partners. Ideally, I would ride alone, but when you don't have a plan, it's best to follow someone who has a good one. But anyway, that's fodder for another column. For now, though, I needed a motorcycle, and it was time to exercise my part-time motoring journalist privilege by bumming the long-term Unicorn from the *TopGear* fleet.

Our ride around Himachal Pradesh would mostly involve roads that weren't even on the map, and we would mostly live outdoors. Fall asleep staring at a million stars and wake up to see sunlight igniting mountain tops, as it were. If you've never ventured around Himachal, I would highly recommend it. It is easily the prettiest state in the country. Along with J&K and Arunachal Pradesh. And Kerala. And, maybe, even Goa. OK, never mind.

The other three members in the group were all riding Impulses that were refitted with Karizma engines, and they ribbed me about how I should wake up an hour early just so they didn't have to wait for me to catch up on my supposedly underpowered Honda. I told them I was glad I was at least riding something made by people who had won a few world championships.

Anyway, it's amazing how every time I start riding north from Chandigarh, I go through the same set of emotions. First it's the hustle-bustle of the city that drives you nuts. A hundred kilometres down, and it starts to quieten down a fair bit. Slowly, the scale of nature starts to hit you. A gushing river, a jagged mountain edge, boulders as big as houses. This is where you start to feel humbled. By the time you get to Leh, you realise how insignificant you are in the grand scheme of things and are ready to pack it all in.

It seems to me, over the years, the Rohtang Pass has come to be a, sort of, dividing line between the ones who frolic in the snow atop it and the serious travellers who actually go past it. Quite apt, considering that Rohtang literally means pile of corpses. Anyway, we ended our first day in the tiny village of Urgos. Now, I'm hardly the camping sort, and it would take me a good 24 hours to pitch a tent. Good thing we employed the services of someone who would go up ahead and set up everything, so that we could sit around acting like ascetics and scorn people who stayed in hotels.

"Rohtang is a dividing line between the ones who frolic, and the serious travellers"

ILLUSTRATION: BOB

The next day we headed out from Urgos to get to Tindi, but there was a major landslide on the way and even the redoubtable chaps at the BRO said they would take two days to clear it. That's the thing with the mountains. You may have planned everything to the last detail, but all it takes is a little loose gravel to turn things around.

So, we decided to get to Leh via the usual Leh-Manali highway since it entailed the least backtracking. Now, enough has been said about this road, and you probably have done it yourself, too. So I will spare you the details. But I would like to say this. Recently, there was a news story about how a billionare was advising students to take a break year and ride across India instead of interning at an office and learning how to work an Excel sheet. Sound advice, if there ever was one. But if there's a road you should pick, it's this. Never mind the traffic, it's still secluded enough to give you space and time for contemplation and busy enough for you to get help if you are stranded. Not to mention the unforgettable vistas, azure skies and fresh air. And, if you do end up stranded and spend the night on the road by yourself, there's enough character building there to carry you through a lifetime.

As for me, despite the monotony of the route, I still ended up riding for a week before I packed up the reliable Unicorn and sent it home from Leh. Things had not gone to plan, but I still spent a week in the land of kind souls and wide open spaces before I got back to to crowded offices, interrupted horizons and crass materialism. And we call that 'civilisation'.

The views expressed in this column are solely those of the author.

Abhishek Mishra

ON GREAT DEALS ON AUTOMOTIVE FLOPS, FISH IN A BARREL AND TAKING ADVANTAGE OF FAILURE

TWISTED THOUGHTS OF A HERMIT BATTLING SOBRIETY

There is a lot of significance in failure. The failure of others, I mean. The quantum of our success is directly proportional to how much we can extract from those that have failed. The good part is that because life isn't fair, good people often fail. As do good products.

When it comes to cars, understanding which models are going to fail could mean a lot of money to buyers. This could mean money in the form of dealer discounts on a new car, or in the form of attractive prices for a used one. Here are two recent examples.

Renault may have hit it big with the Duster, but it hasn't been so lucky with its other models. You could get discounts on the Scala or Pulse, but the car that's really tempting is the Fluence (E4). It has so much going for it. It is big, looks nice, has excellent drivability, has a wonderful interior, and excellent steering and suspension. But, best of all, as a friend discovered in May this year, it came with a discount of over six lakh.

Now I've seen cars such as the BMW X1 go at discounts of five or six lakh rupees. But that's a six-lakh rupee discount on a car that costs around ₹40 lakh. Sure, a 15 per cent discount is a good deal. But when a ₹20 lakh Fluence carries a discount of ₹6 lakh, that's a 30 per cent super-deal. Yes, this discount was for a car manufactured in 2014. But do note that a 2014 E4 with 30k on the clock sells for about ₹11 lakh. ₹14 lakh for a new Fluence makes even more sense, then.

My next example is also my favourite. Unfortunately, you can't buy one today. The Kizashi is a car I really liked. It looked good, was spacious and fun to drive. According to Suzuki, the name meant "a sign of good things to come". A Japanese friend said, 'omen' would be more apt. Well, as it turned out, good things did come to us, if not to Suzuki.

"A friend's colleague is offering him ₹12.5 lakh for his Kizashi. He never imagined making a profit on his car"

I knew the Kizashi would fail the day prices were announced. Its price was considered too steep in markets like Australia, too. In my May 2011 column, I'd written that "at more than ₹20 lakh, the Kizashi needlessly plonks itself into Honda Accord and Skoda Superb territory... It really came with a knife to a gun fight... with its shoelaces tied together... with a monkey on its back."

In October 2012, a friend asked if he should buy one; he was getting a discount of ₹8 lakh on the car. And I told him, of course he should! He was worried about resale value. To which I said that with a new car discount of 40 per cent, he can rest assured he'll get a better price three years later than other cars in the segment. Today, three years and 18,000km later, he's got a colleague offering him ₹12.50 lakh for his Kizashi. He says he'd never imagined making a profit of ₹50,000 on his car.

Point is, funding inventory costs a dealer serious money. As things stand today, a majority of automobile dealers are unable to sell a majority of models. A Maruti dealer says that his inventory is down to 50 cars this month. The same guy used to stock more than 400 cars just eight months ago. As buyers, what you need to look for are models that appeal to you and you're reasonably sure will fail. And then find a dealer who's optimistic enough to stock them. It's like shooting fish in a barrel.

The views expressed in this column are solely those of the author.

ILLUSTRATION: ADEL R

OUR CHOICE OF THIS MONTH'S TOP-SPEC STUFF

OPTIONS LIST

MOTO TURBO

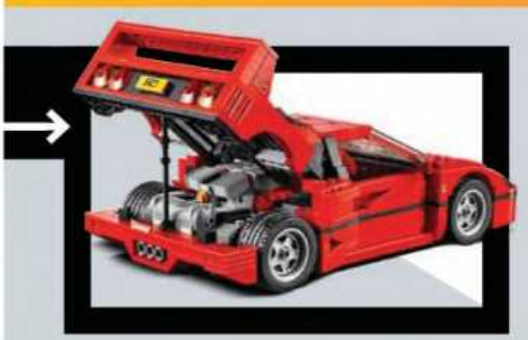
We loved the Moto X Gen 2. It was a slick little piece that was quick, essayed most roles to perfection and best of all, felt like a premium offering. If there were a few areas that we thought it lacked in, that would be its battery life, and the limited storage space. Well, the Moto Turbo is reminiscent of the X Gen 2, and is very similar to it in every way – except for the fact that it is significantly better than it in every way.

Starting with the build quality - it's a hefty piece, this one, and it feels meaty and solid in your palm. The back cover is made using ballistic nylon, and it lends a superbly sturdy feel to this phone.

It is called the Turbo for a reason. The insides of the phone house a speedy quad-core 2.7GHz Snapdragon 805 chip, 3GB of RAM and that tremendous 3,900mAh battery. It goes without saying that this by far the smoothest of units we've tested. It outscored every single device in the AnTuTu and Nenamark tests, and handled all of our stress tests pretty well. The quad-HD screen is one of the most pixel-dense examples you will come across, and viewing pictures, videos and playing games on it is a pleasure.

Performance from the 21-megapixel primary camera is very good, except for the fact that picture quality can get a bit inconsistent, especially in places where light is at a premium.

The 3,900mAh battery lasts a day on a full charge with ease, and even when it does run out of juice, you can always use Motorola's turbo charger to power it up from 0 to 100 per cent in just two hours.The only grouse we have with the Turbo is that it is too expensive. If you can, we suggest you wait for the Moto X Gen 3, which should be just around the corner, and should possess most of the Turbo's strong points. ₹41,999; ***www.motorola.in***



LEGO F40

The Ferrari F40 is famously wedge-shaped. Lego bricks are famously brick-shaped. Yet somehow the two combine to make this fine replica of the world's first 321kph road car, complete with opening engine hatch and quick-release V8. ₹7,000; ***shop.lego.com***

HAYNES MODEL V8

You could build a real, oily engine at home, but it'd make a mess on the carpet. Better to try this one – a working, model V8 with 300 parts, driven by battery power rather than petrol and combustion. So it shouldn't burn your house down. ₹5,000; ***trendstoys.co.uk***

TOYLANDER 2

It's a miniature electric kit car styled on the Land Rover Series 2. It has forward and reverse, a foot and hand brake, lights, horn, folding screen and opening tailgate. The body is wooden, it takes 60 hours to build, and it'll last longer than a farm collie. ₹70,000; ***toylander.com***

WATCHES

TG Watch Report

The pick of this month's watches

BAUME & MERCIER CAPELAND SHELBY COBRA

If you know your cars, you'll know Carroll Shelby, the great American racing, building and design legend and the man behind the iconic Shelby Cobra. Swiss watchmaker Baume & Mercier has now teamed up with the Caroll Shelby Company, and the result is the Capeland Shelby Cobra collection, which pays tribute to the man, the cars he built and, as importantly, celebrates the 50th anniversary of the momentous 1965 FIA season. Shelby was crowned FIA GT champ in 1965, and became the first individual to win it as driver, team manager and manufacturer. The Capeland Shelby Cobra is inspired by the vintage 1948 Baume & Mercier mono-push piece chronograph and features retro accents and classic lines.

The 44mm case is available in satin-finished stainless steel or 18K red gold. The Cobra logo is forged into the seconds hand; and the chronograph counters are inspired by the Cobra's cockpit gauges. The flyback chronograph is fitted with a Swiss-made self-winding movement.
baume-et-mercier.com

CASIO EDIFICE EQB-510D-1AER

The solar-powered Edifice range has always packed many gizmos – alarms, multiple timezones, etc – controlled by a complex sequence of button pushing. This one fixes that by linking to an app, from which you control all the functions.
casio-intl.com

CHRISTOPHER WARD C8 P7350

This CW contains a piece of metal from the P7350, the only remaining airworthy Spitfire from the Battle of Britain. Plus, it's got a hand-wound movement, and while it will cost as much as a hatchback, this is one of those things aviation and watch aficionados dream about.
christopherward.co.uk

CHOPARD SUPERFAST CHRONO PORSCHE 919 EDITION

Chopard is official timing partner to Porsche Motorsport, and the 919 edition celebrates the Le Mans-winning hybrid automobile. The 45mm watch is powered by a mechanical Chopard movement, and the stripes on the dial are inspired by the car's rear diffuser.
chopard.com

Ask Uncle TopGear

OUR MYSTERIOUS AGONY UNCLE HELPS SOLVE YOUR DILEMMAS. SORRY IF HE GETS A BIT GRUMPY

Feline groovy. Wings and tings make cars the cat's whiskers

ILLUSTRATION: BILL McCONKEY

Dear Uncle TG

I am thinking of buying a tank, but I'm very afraid that I won't be able to service the EMI, and then I don't want the bank guys landing at my doorstep.
Jignesh Shah via email

If you have a tank, you can do as you please. Ever considered that?

Dear Uncle TG

I know you like German cars, but can you speak German?
Bernie Gunther via email

A bit. Guten Morgen, Porsche Doppelkupplung!

Dear Uncle TG

If cars were dogs, what sort of dog would the HM Ambassador be?
Ramnath Subbu via email
My uncle used to ask questions like this. It was only much later that we discovered he was drinking his way through a simply enormous quantity of floor cleaner.

Dear Uncle TG

This is, well, a hypothetical question, you know, the kind automotive enthusiasts ask each other. So, money no bar, which five cars would you have in your garage?
Ramesh Ratnakar via email

I live in Mumbai. I have open parking. Let's not even go there.

EMAIL US YOUR QUERIES FOR UNCLE TG...
askuncletopgear@topgearindia.net

Dear Uncle TG

Two years ago, I changed my name, rather added three letters to it, and since then my life has turned around. I'm wondering if I should do the same with my car. I own a Standard Herald, by the way.
Harrrish Shah via email

Defffinitely. I thhhink ittt's a good idddea.

Dear Uncle TG

Didn't the American rapper Will.i.am once say that he was going to make a car?
Ritwick Bhattacharya via email

Well.he.isn't

Dear Uncle TG

I think my cat looks like a car. Do any other readers have this, do you think?
Ratan via email

I think it's always worth checking with your GP to see if it's time to alter your doses.

TWITTER

LIVE TWEETS, EXCLUSIVE EVENT COVERAGE AND ALL THE BEHIND-THE-SCENES GOSSIP EXCLUSIVELY ON TWITTER. FOLLOW US @TOPGEARMAGINDIA

DRIVES

THE CARS THAT MATTER. DRIVEN, TESTED AND RATED THE TOPGEAR WAY

DRIVE OF THE MONTH

MERC-AMG S63 COUPE

The world's best car drops two doors, turns into the world's maddest GT TURN OVER

p040

YAMAHA YZF-R3

Finally, the small Yam sportsbike we've waited for

p042

HONDA LIVO

Here's the Twister's softer-looking successor

p043

XTREME SPORTS

One horsepower more for Hero's 150cc commuter

p044

AUDI R8 V10 PLUS

Ballistic new supercar betters its predecessor

Merc-AMG S63 Coupe

The World's Best Car loses two doors and gets AMG-ed

BY AGASTI KAULGI

We've always associated the S-Class with a lot of cabin room and backseat comfort. But what if we told you about a new S-Class in town that is rather cramped at the rear and accessible only via a series of contortions? Do you start hating this particular S-Class? No, you don't. Because, while the S63 AMG, the car you see on these pages, has only two doors, it has an insane amount of firepower under its hood. It's meant to be fast and comfortable.

It has the same 5.5-litre AMG V8 that we are all familiar with. Compared to other cars that it sits in, here, it's been tuned to produce far more power and torque – 580bhp and 900Nm of twist. That's 200Nm more that the Aventador and the LaFerrari! It produces more torque than any other car sold in India.

You may think that all that torque will just shred the tyres, and that it's a bit too much for a rear-wheel drive car. But the electronics make sure the power and torque is used cleanly, and it has only one agenda – to propel the S63 towards the horizon at maddening velocities. The S63 cracks 100kph from standstill in just 4.2 seconds and carries on towards a top speed of 250kph (restricted).

Inside the cabin, this V8 isn't the best sounding engine. A lot of sound deadening has been done in order to keep the cabin quiet and insulated from the outside world. But if you really want to hear this beast doing what it does best, simply roll down the windows and you'll be treated to some nice V8 music.

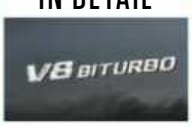
While other manufacturers have been using single-clutch gearboxes to deal with high amounts of torque, Merc has stuck to a dual-clutch one. It's decently quick by sportscar standards and the seven ratios give the engine a lot of flexibility, depending on the mode you choose. It doesn't have lightning fast reactions, though.

The S63 wasn't designed to be razor-sharp like a supercar. It's supposed to be comfortable, too. You understand that the minute you take a quick corner. It does stick to its line nicely, but you back off from doing things you'd do in a supercar. While it does lean in a fair bit around corners, you know it's not too light and the weight does make its presence felt at times. But when it comes to steering feel, it's confident and reassuring.

You can't have a car with an 'S' badging on it and have a harsh ride. Despite all the performance upgrades on the S63 AMG, the guys at Affalterbach

SNAPSHOT

IN DETAIL



Tuned to its most ferocious form in the S63 Coupe

Comfortable in Sport mode, even more so in Comfort

Carbon fibre bits all around to remind you that it's an AMG

PHOTOGRAPHY: NITIN ROSE

Gets the updated COMAND system to fulfil all multimedia needs

Brilliantly laid out cabin, full of cutting-edge features and gizmos

have ensured that the ride remains supple and comfortable. The suspension filters out road irregularities well. Internationally, the S63 AMG gets the camera-based Magic Body Control.

The S63 AMG Coupe is not as long as the four-door version, but the long hood with sharp creases on it, and a typical Merc face with Swarovski crystal-like LEDs in the headlamps make it one of the most striking cars on the road today. There's also a bit of carbon fibre in the lower lip to shout out to the world that it's not a regular Merc.

The rear, too, is attractively designed and the sloping roofline seamlessly blends with the boot. The tail lamps, too, are a work of art - there's a bit of AMG GT about them – and the chrome strip that runs the breadth of the car is like a ribbon on a perfectly wrapped up gift.

The cabin is as nicely crafted as the exterior. Our test car featured brown upholstery that may not suit everyone's taste, but the fit and finish, as you'd expect, was flawless. There's a bit of carbon fibre in the centre console and the dash too, again to give it that AMG touch. This one, like the SLK, has the Magic Sky Control feature (an auto dimming sunroof).

It's all fancy and functional, too, and it keeps the cabin temperature down up by 10 degrees compared to the ambient temperature. The rear seats aren't spacious at all. It's more a 2+2 than a proper four-seater. The sloping roofline means there's not too much of headroom, and an adult will be a tight fit at the back.

VERDICT

Beautifully designed, very fast and comfortable. The sportiest grand tourer around.

8/10

But, it's a great package, nonetheless. It's comfortable (at the front), it's insanely fast and the engine has a lot of go. The design, too, is a benchmark, inside out. But Merc is asking ₹2.60 crore for this AMG Coupe. That's a lot of money. But when you compare it to its rival, the Bentley Conti GT, you'd still find it cheaper by a good ₹50 lakh. It's far sportier than the Bentley, too.

THE RIVAL **BENTLEY CONTI GT**

A little more luxurious. Isn't as sharp as the S63 AMG Coupe, but makes up by offering more comfort and space.

SPECS 5461cc, V8, 580bhp, 900Nm, 7A, RWD · 0-100kph: 4.2 seconds, top speed: 250kph (limited) · ₹ 2.60 crore (ex-Delhi)

Yamaha YZF-R3

Highly-awaited small sportsbike leaves us asking for more

BY ABHINAV MISHRA

We sampled the R3 at the Buddh International Circuit, near Delhi, and before we set the track alight, we gazed long and hard at the bike. The R3 is a compact motorcycle, and only slightly larger than the R15. That all-new face with the aggressive shark nose looks the way it does thanks to the time the R3 has spent in the wind tunnel. The petite-looking fuel tank can stow 14 litres of fuel, and we like the raised rear that is partly responsible for its aggressive stance. It's not a beautiful motorcycle, but like the Sukhoi SU-30, it's striking from every angle.

The angular design theme has been carried over to the cockpit as well. The instrument cluster – consisting of the tachometer, speedo, gear indicator, clock and fuel gauge – is well laid out, and can be read at a glance. There's also a gear-shift indicator that will come in handy on track days.

The R3 comes armed with the right equipment for the job. The fuel-injected, twin-cylinder, 321cc motor develops 41.5bhp at 10,750rpm, and 29.6Nm of torque at 9,000rpm. A six-speed gearbox is what you find here. And, it's pretty light, too. Even with a twin-cylinder motor, the R3 tips the scales at 169kg. So, yes, this thing has a good power-to-weight ratio.

In contrast to the R15's complex Deltabox chassis, the R3's engine is nestled in a conventional diamond frame chassis. The tried-and-tested conventional suspension setup is unlike the KTM RC390's more modern upside-down forks. But does it affect the overall performance of the R3? No way, Jose.

Once astride it, the first thing we notice is the saddle height is exactly the same as the R15's. What has changed, though, is unlike the R15's aggressive riding position, the R3's feels a lot more comfortable. The clip-on handlebars are raised for a more practical, upright riding position. Overall, the riding position is more like a sport-tourer's than an outright track bike's.

Starting the engine further reinforces that notion. The parallel twin is characteristically smooth and free-revving, and you can barely feel any vibrations.

Down the straights, the engine

PHOTOGRAPHY: NITIN ROSE

SNAPSHOT

IN DETAIL

320 makes more sense than 250, says Yamaha. We agree

Tuning forks chiselled into the clutch cover. Neat

This may be a comfy bike for the rider, but the pillion will suffer

Nose inspired by that of a shark, but shaped by the wind

298mm disc adept at shedding speed in a jiffy

builds up speed effortlessly. Acceleration is not neck-snappingly fast, but before you know it, the R3 is doing 100kph. While there is a decent amount of power north of 5,000rpm, the true madness begins once the needle passes 7,000. Like the R15, the R3's engine doesn't mind spinning at high revs for long durations. And, the rev-happy nature of the engine is what will please riders most.

On the straights, the bike touched an indicated 167kph, and we're certain, given a longer strip of tarmac, it could get close to 180. This also has to do with the tall fifth and sixth gears, which make the motorcycle's touring capabilities evident.

The R3 flows effortlessly into corners. Despite being bigger and more powerful than the R15, it still changes direction easily. If you are not accustomed to taking tight corners, the R3 is a good bike to learn on. Overcook a corner, and the bike allows you to quickly adjust and change trajectory.

Apart from flat-out acceleration and keeping the engine on the boil, the other thing that we extensively tested were the brakes. The 298mm disc upfront has enough power to drop speed quickly, and hauls in the R3 without any drama. Should the R3 have had ABS? Yes, yes, yes. Hopefully, Yamaha will bring an ABS-equipped variant soon enough, and that should make the package complete.

We've been waiting for a performance bike from Yamaha that sits above the R15. With the R3, the wait is over. It's not an outright track motorcycle, and focuses more on on-road performance. Yes, we would have liked ABS and a slipper clutch, especially since the R3 costs around ₹3.25 lakh (ex-showroom, Delhi). But, despite these omissions, the motorcycle still manages to impress.

VERDICT

Versatile sportsbike but a tad too expensive

8/10

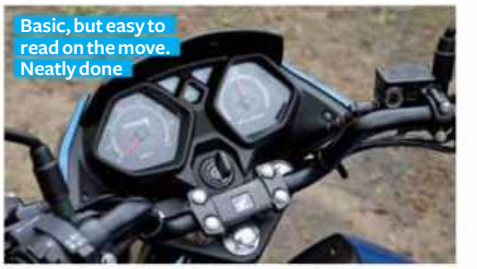
THE RIVAL **KTM RC 390**

A track-focused machine that undercuts the R3 on price and power, but it lacks the versatility of its Japanese rival

SPECS 321cc, 2cyl, 41.5bhp, 29.6Nm, 6-speed · Fuel tank: 14 litres · 169kg · ₹ 3.25 lakh (ex-showroom, Delhi)

Honda Livo

A fine-looking commuter with the goodness of the Dream series BY DEVESH SHOBHA



Basic, but easy to read on the move. Neatly done

Think of it as a softened Twister, or a sharper Dream Yuga

Gone are the days when the only things expected of entry-level commuter motorcycles were excellent fuel efficiency and ease of use. Today, these bikes also need to excel in terms of design, comfort and ergonomics.

Understanding these developing needs, Honda had launched the trendy-looking Twister back in 2010. However, the Indian populace didn't welcome the edgy and stylish commuter with open arms, and the sales figures were proof.

Honda then introduced its Dream series of motorcycles in India, which were blessed with a strong mechanical package, but didn't bring much to the party as far as styling was concerned. That made Honda's engineers go back to their drawing boards in search of that perfect balance between style and reliability.

PHOTOGRAPHY: DEVESH SHOBHA

VERDICT

Offers good performance, style and sound riding dynamics.

6/10

The result of that renewed effort is the Livo. It's a commuter that isn't as radical to look at as the Twister, but is still pretty stylish by commuter bike standards. Plus, it borrows the tried-and-tested 110cc powerplant from the Dream series, a motor we've appreciated time and again for its refinement and performance.

But, if you thought the Livo was an all-new motorcycle, then let us stop you right there.

Along with the 110cc engine and the four-speed gearbox, it also shares its underpinnings with the Dream bikes. It gets the same set of tyres and identical switchgear, too.

What sets it apart, styling aside, is the way the engine behaves in this package. It doesn't feel as peppy as it does in the Dreams, and rideability in traffic, too, isn't as good.

But, that's not to suggest it's bad in any way. The bike does a good job of ambling around town, and snaking through dense traffic shouldn't be a problem. Comfort levels are great. The seat is well-padded, and the ride quality is pretty good. It stays unfazed even when you're riding over patchy surfaces, and keeps you comfy at all times. Stability on the highway, too, isn't anything to complain about.

Honda claims the Livo will do more than 70 kilometres to a litre of fuel, but we're yet to validate that claim.

In terms of features, the Livo is as good as the Dream Yuga; the top-end Livo featured here gets a disc brake upfront that, despite lacking feel, does a decent job of stopping the 110cc commuter in time.

Priced at ₹65,253, (on-road, Mumbai), the Livo comes across as the better option when compared to other commuters from the Honda stable. It looks better, is comfortable, and feels slightly more premium than the Dream series motorcycles.

SPECS 1cyl, 110cc, 8.2bhp, 8.63Nm, 4M | Fuel tank: 8.5 litres, 70kpl (claimed) | 111kg | ₹ 65,253 (on-road, Mumbai)

Hero Xtreme Sports

We sample Hero's new premium commuter BY ABHINAV MISHRA

LED parking lights give the S its unique look

Instruments lifted off the CBZ Xtreme

We at *TG* have drawn parallels between Bollywood movies and the automotive world on several occasions. And, we're about to do it again. Like a quintessential Bollywood movie, a common man's motorcycle has to be a family entertainer. Getting the ingredients right is of utmost importance: you need a fat helping of drama, emotion, glamour, item numbers and 'Indian' family values.

Hero MotoCorp knows that, and has nailed the formula with its product line-up. Now, joining the long list of HMC hits is an all-new 150cc bike: the Xtreme Sports. Take one look at the Sports, and you'll know the management's simple instruction to the product development team was: "If it ain't broken... you know what to not do". So, it looks a lot like the CBZ Xtreme. Barring the new headlight, the rear is the same as well. The turn indicators are no longer part of the headlight or tail-light assembly, and have been shifted to a conventional position. Overall, the dual-tone paint scheme and minor tweaks keep things fresh.

The Sports shares its single-cylinder, carburetted, 149.2cc motor with the Hunk and the Xtreme. In Sports guise, power is bumped up by a single unit to 15.6bhp, while torque is rated at 13.5Nm, both coming about with a change in the compression ratio. A five-speed gearbox is standard.

VERDICT

Handsome 150cc commuter scores high on economy and city performance.

6/10

The increase in power is evident. The motor starts pulling from 3,000rpm, and there's a constant surge all the way till 7000rpm. Most of the city riding can be done in fourth gear, thanks to the power being spread generously across the rev range. If you're looking for all 15.6 horses, you have to rev the engine beyond 8,500rpm. At this time, the motor begins to sound unhappy. Vibrations start creeping in from 7,500rpm and when you hit the red line, the engine feels stressed. For those who are interested, the Sports can do an indicated 112kph. If there was an extra gear, we're pretty sure the bike could've breached 120kph.

Then again, performance alone doesn't make a blockbuster. This brings us to the Sports' fuel efficiency, which is acceptable at 42.1kpl. Owners will be happy with this balance between efficiency and performance.

The ride quality is plush, and will keep backaches at bay. Some people may find the ride to be a bit on the softer side, but once a pillion is added to the equation, the ride gets a tad stiffer. Though we're happy with the mechanicals, we do wish the tyres were grippier. They work well in the dry, but on wet roads, they weren't as confidence-inspiring as we would've liked them to be.

To round things off, the Xtreme Sports delivers on many fronts, just like a hit Bollywood *masala* movie. There's room for improvement, as refinement is still not at par with Japanese rivals. But overall, the Sports comes across as a sorted product with the right mix of power and fuel efficiency.

PHOTOGRAPHY: DEVESH SHOBHA

SPECS 1cyl, 149.2cc, air-cooled, carburetted, 15.6bhp, 13.5Nm, 5M | Fuel efficiency: 42.1kpl | ₹ 88,000 (on-road, Mumbai)

Audi R8 V10 Plus

All-new bodyshell, four-wheel-drive and a 602bhp, naturally aspirated V10: it's the new R8 BY PAUL HORRELL

Here's an interesting fact about the Audi R8. The first model (2008) was a 'humble' V8, and it sold in good numbers. Then came the mighty V10 (in 2010), and it sold as well. But, when they added the Plus version (in 2013), it went on to become the biggest seller of all. Moral of the story? More power is always better. That's the only reason why the latest R8 doesn't come with a V8, or a manual 'box.

You can have the all-new R8 V10 with a generous 533bhp, or the Plus version with a positively bountiful 602bhp. But before we get into the finer details of performance, a quick look at what makes the R8 'new'. It begins with the new bodyshell that's stiffer, lighter and better. Although it still has a largely aluminium spaceframe and all-aluminium panels, the whole lower-central section of the tub and the sills and the lower B-posts are carbonfibre, keeping the kerb weight down to 1,555 kg.

To the engine, then. It's a naturally-aspirated, 5.2-litre V10 that revs to 8,700, by which point it's howling its nuts off like the Grand Prix engines of a cherished and simpler era. No turbo. Yes, that's right. And, unlike a turbocharged supercar that possesses a high-boost mid-rev punch, in this one, you take up residence around the 5,000rpm-mark.

PHOTOGRAPHY: MANUFACTURER

SNAPSHOT

IN DETAIL

Adaptive LED lights come standard. Lasers available, too

Launch control is never too far away – in any driving mode

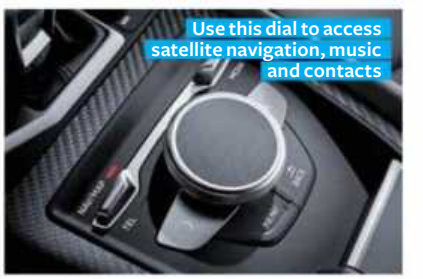
No manual 'box, but you won't miss it. 7-speed auto is *lovely*

And then, somewhere between 6,000 and 6,500rpm, something magical happens – a sudden quickening of its pulse, a crazed resolve to arrive at the moment when the clock strikes red at 8,700. And throughout, the response to the right pedal has that gorgeously exact and instantaneous quality you just never get with a turbo motor.

The seven-speed twin-clutch 'box is a brilliant ally, too. They've gone over the software of the seven-speed twin-clutch gearbox and it's now eyeblink-rapid and supernaturally smooth, with tiny latency after you pull the paddle. And yet, the box also manages to be extremely smooth in comfort or auto mode, burbling blamelessly through town. How fun is the Quattro, you ask. Well, everything feels sharper and more alert compared to the old R8. The springs are firmer, and the R8 now gets an electronically-controlled centre diff. So it's a very rear-drive car on the way into corners (for agility) and then it sends the power to the front on the way out (for security). But those shares are more rearward in the sportier driving modes.

There's also an optional active steering system, which varies the ratio according to zillions of parameters. And the dampers are programmable, too (as

Driver's seat supposed to give you a sense of being in a single-seater



Use this dial to access satellite navigation, music and contacts

they were on the old car). There's even a set of additional 'performance' modes, which lock the steering into a fixed, very direct – maybe too direct – ratio. These modes alter behaviour according to the weather you dial in on the knob: snow, wet, dry. Or maybe turning the knob actually alters the weather. Wouldn't be surprised, this car is so clever. Anyway, in the sanity modes the R8 is ultra-secure, if a mite dull. But the great thing is, in spite of all that electrickery, it feels natural. The stoutly unflappable brakes, big carbon-ceramics, only add to the sense of security.

So you get confident and wind the various systems' wicks up. Plunge into a corner and it taps you on the shoulder, telling you the grip is expiring by gently understeering, clearly felt through the wheel. Then you get the V10 to do its thing and the car just squats and lunges away. It's all about small slip angles, but you feel and almost taste them in gorgeous detail.

The one disparity between the old and the new R8 is that while both are everyday supercars, the usability that was a USP with the first R8 has been eroded a bit. The new R8 isn't quite as supple as before, and it also wracks your nerves by putting fat blind spots over your shoulders. But as an all-weather, all-conditions machine, the R8 pulls out some huge advantages.

Quattro really is something to have on your side when 602bhp meets wet bitumen. And Audi keeps on getting better at headlights – the R8 has multi-beam adaptive LEDs as standard, but optionally comes with blazing laser main beams.

On the inside too, the theme is much like the old car. You're bound by a big 3D horseshoe that wraps from the driver's door, up behind the instrument pod, then down towards your other knee. It's supposed to feel like the cockpit of a single-seater. That's a fat exaggeration, but it's still a nice piece of architecture. And you sit low and deep in the car, which makes dropping down into the seat a special experience every time. The steering wheel is festooned with buttons and controls, but they're much easier to fathom than a racer's, fortunately. Pity it has a palm-hostile rim section.

Rest of the wow factors are adapted from other Audis and none the worse for it. You get a widescreen ultra-configurable hi-res 'virtual cockpit' screen that replaces both the instruments and the central nav display. The TT climate knobs pop up again here. And it's got high-speed web connection and a built-in hotspot. So your passengers can go on their tablet while you try to make them sick with the cornering forces.

Even though some may think it very much looks like the new TT, or the other way round, it has the proportions and presence of a real supercar. When one passes you, you won't miss it. Or be able to ignore it.

VERDICT

The supercar for all occasions has evolved in all the right ways

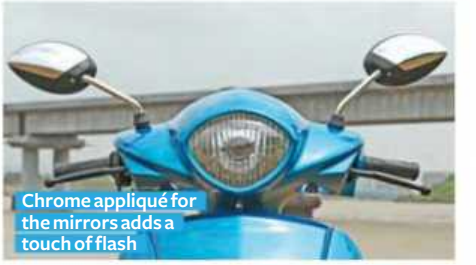
8/10

SPECS V10, 5,204cc, 602bhp, 560Nm, 7A, AWD | 0-100kph: 3.2s*, top speed: 330kph* | ₹ 2.5 crore (est., approx, on-road)

*claimed

Yamaha Fascino

A style-conscious scoot that'll give its rivals sleepless nights BY ABHINAV MISHRA



Chrome appliqué for the mirrors adds a touch of flash

White dials take you back a couple of decades

The Fascino is Yamaha's third product in the 110cc scooter segment, and by the looks of it the Japanese firm has a winner. The Fascino's design is a refreshing change when compared to a rather characterless array of products in the segment. From the colour to the tasteful use of chrome, the Fascino looks stunning. The neo-retro design echoes Vespa a bit, but overall it's a looker. We like the big white dials and the top-notch quality switchgear. There are zero decals and the matt-finish options make the scooter stand out.

The engine, which makes 7bhp and 8.1Nm of torque, is the same 113cc motor that does duty in the Ray and Alpha. That's one bhp less than what the Honda Activa, or TVS Jupiter deliver, and the deficit, even though slight, can be noticed during initial acceleration. While the engine lacks initial zing, the 113cc motor is capable of reaching an indicated speed of 85kph without much effort, and is pretty comfortable staying there. At around 70kph the scooter feels planted. In fact, its high-speed stability is impressive, and possibly the best around. But, the high-speed stability comes at a price, and that's the firm suspension. Over pothole-ridden roads, the ride is rather bumpy. Luckily the well-padded seat cushions the ride.

PHOTOGRAPHY: ABHISHEK SHRINGARE

VERDICT

Style, bulletproof reliability and an efficient motor at a reasonable price.

7/10

The 103kg Fascino is manageable in traffic, and its short turning radius makes life easy around tight spots. But we have an issue with the riding position. Like most scooters, the Fascino favours shorter riders. So, if you are taller than, say, 5 feet 8 inches, long rides might not be a good idea.

The Fascino comes with 10-inch wheels, and bigger wheels would have improved riding dynamics.

The tyres grip well and though the handling is confidence-inspiring, we wouldn't lean too much into a corner since the Fascino is, well, a scooter at the end of the day.

While the Yam's brakes – drums, front and rear – do a fair job of stopping the scooter, we would have liked a front disc which is not available even as an option. As an overall package the Yamaha Fascino pretty much ticks all the boxes for anyone looking for a reliable family scooter. It's a stylish two-wheeler that undercuts the Vespa on price. Its fuel efficiency figure of 46.2kpl is similar to what the competition has to offer. And, most of all, it will, like most Yamahas, be extremely reliable, and that should be enough to convince most buyers.

THE RIVAL **VESPA**

Chic Italian scooter has a 125cc motor, but comes at a premium.

SPECS 113cc, 1cyl, 7bhp, 8.1Nm, CVT | Fuel tank: 5.2 litres; 46.2kpl | 103kg | ₹ 52,500 (ex-showroom Delhi)

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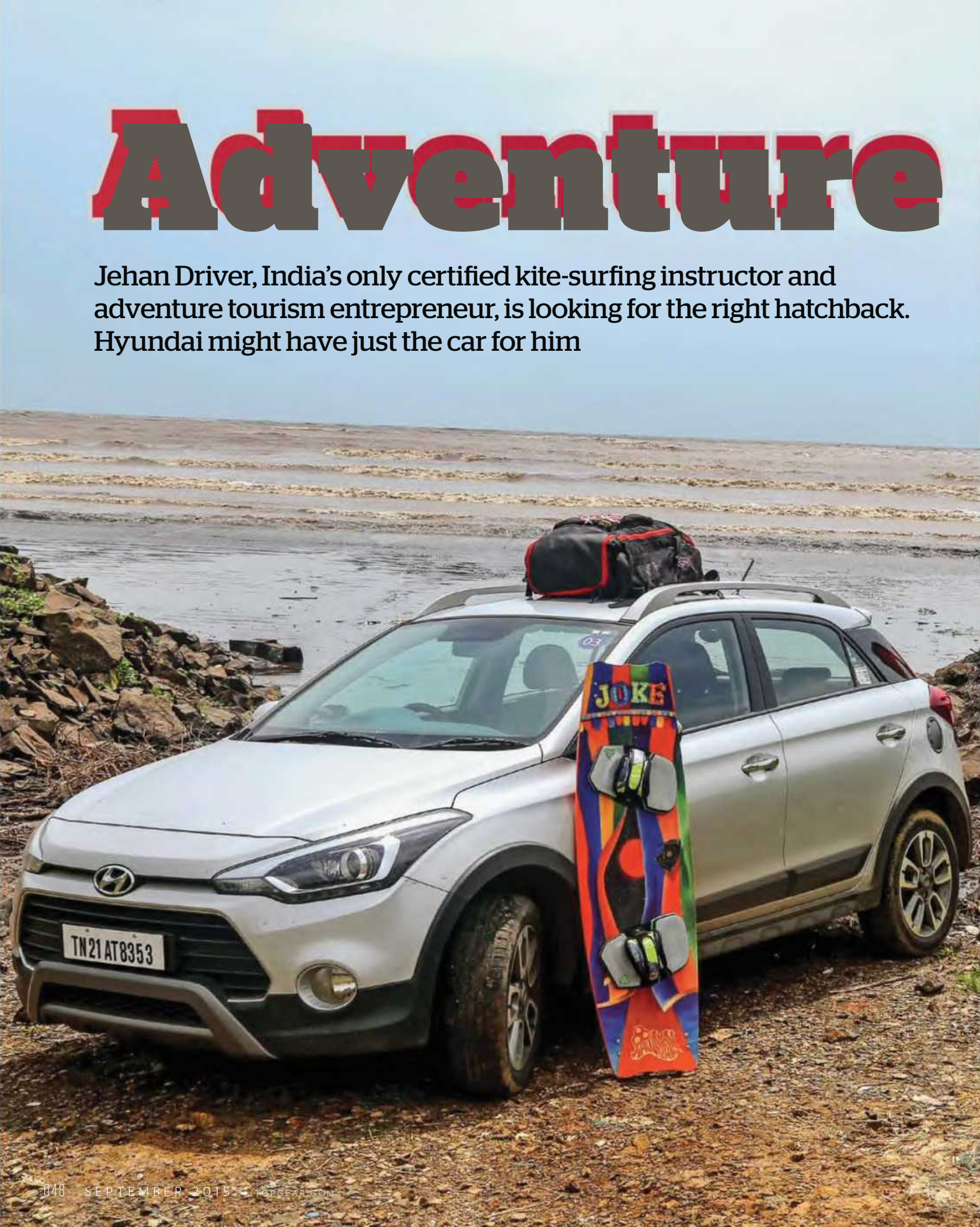
Adventure

Jehan Driver, India's only certified kite-surfing instructor and adventure tourism entrepreneur, is looking for the right hatchback. Hyundai might have just the car for him



code

Driver harnesses the wind in Rameswaram

The one question Mumbai boy Jehan Driver gets asked a lot is what he does when he is on vacation. And, it is a good question. Because Driver runs Quest Expeditions, which organises everything from kayaking trips to cycling expeditions. Driver usually operates out of Rameswaram, in Tamil Nadu. He works 100 metres away from the beach, and spends his day in the water: kayaking, kite-surfing, surfing. What does he do during the monsoons? You'll find him leading cycle tours in Rajasthan, or trekking in Leh. So, whenever he takes a break from, well, work, Driver says that he simply shuts himself up in a room and chills, or comes to Mumbai and eats all the stuff that he can't get in Rameswaram.

Some 10 years ago, Driver used to lead a pretty regular life. He was employed with Standard Chartered Bank and used to service wealthy clients. And then one day, Driver, who was always the outdoorsy type, decided that he didn't want to spend the rest of his life operating from a cubicle. So, he just upped it and left for Queenstown, in New Zealand, the world's adventure capital, where he helmed an adventure business for three years, and returned to India to set up Quest with a friend.

Driver uses a pick-up to get around in Rameswaram, but he is also in the market for a refined, versatile hatchback, and the Hyundai i20 Active will be an ideal car for him. The i20 Active is, unlike most of its competitors, a more adventure-ready car, and certainly the most plush. It can take Driver in and around Rameswaram, and will also be up to the job of getting him from Tamil Nadu to Bangalore, or Mumbai (he often drives all the way home). There are bits on the i20 Active that someone like Driver would appreciate.

So, you have new, powerful projector headlamps with daytime-running lights and cornering lamps, a skid plate and plastic cladding around the base of the car, 16-inch diamond-cut alloys and a rugged-looking fuel-filler cap, which makes for a nice cosmetic touch. Just in case you are wondering, the Active sits 190mm above the ground, and that is a 20mm improvement over the Elite i20. ▶

PHOTOGRAPHY: MEGHNEEL JANI

'THE WELL-APPOINTED, FEATURE-PACKED CABIN, WITH ITS YOUNG VIBE AND QUALITY MATERIALS, IS A GREAT PLACE TO BE IN'

Driver is the country's only certified kite-surfing instructor, and, according to him, kite-surfing is all about balancing power (the wind's, not yours), rhythm and speed, and achieving a kind of harmony between the different elements. That's a lot like what Hyundai has done with the i20 Active. Look at the engines, for instance. The i20 Active is powered by the reliable and refined engines that also do duty in the Elite i20 hatchback. The 1.2-litre petrol engine, which is teamed with a five-speed manual transmission, develops 82bhp and 115Nm of torque, while the 1.4 CRDi unit, which is mated to a slick six-speed gearbox, churns out a robust 89bhp and 220Nm of torque. The final gear ratios have been tweaked and this means an improvement in initial and mid-range torque by around six per cent in the petrol and 11 per cent in the diesel.

If you like diesels like Driver – he drove the i20 Active's diesel model – you'll like the fact that there is lots of grunt at the lower end of the rev range. Both engines are incredibly refined, and, in fact, Driver almost mistook the diesel mill for a petrol motor. The ride quality is neither too firm, nor too soft, and is equipped to handle all manner of undulations, and tweaks to the rear suspension setup have ensured that the car cocoons its occupants from unpleasantness over rough surfaces. The steering is light, which means driving the car around town and slotting it into tight parking spaces is bound to be a pleasant experience, and the i20 is also an able handler, if you are looking to attack corners.

A lot of people love Hyundai's interiors, and Driver, too, was impressed by the aluminium-coated pedals, the push-button start, keyless entry and reverse camera, USB, AUX and Bluetooth connectivity and the eight-speaker audio system, which are among a host of features the car comes with. Not surprisingly, the cabin is a great place to be in. It's well-appointed, has a young vibe and the quality of materials used makes you feel you are driving a car that belongs to a higher segment.

So, that's power blended with comfort and refinement, plus loads of features. It's quite the recipe for a winner, and, like kite-surfing, prepped to provide a thrilling experience.

Sixteen-inch diamond-cut alloys up the i20 Active's cool quotient

The boot can pack in a surprising amount of stuff

SUV Special

WELCOME TO THE LAST DRY PAGE YOU'LL ENCOUNTER IN THIS ISSUE. WHAT YOU WILL FIND INSIDE IS A SHEDLOAD OF DIRT, SLUSH, AND THE DIFFERENT KIND OF NEW MACHINERY YOU'LL NEED TO TACKLE BOTH THOSE THINGS... AND THEN SOME

EVEREST
U-8558
TITANIUM
4VID

ENDGAME

FORD WILL SOON HAVE A NEW FLAGSHIP IN INDIA. IT'S BIG, BRUTAL AND CAPABLE. JUST HOW WE LIKE IT

WORDS: AGASTI KAULGI

United States of America. The Promised Land for thousands of Indians. Immigrating to the States, or even visiting it is like achieving nirvana for many. Sure, the country has a lot to offer. But the Americans really come into their element when there's something to market, something to sell. It's a country that has sold a lot of useless things to the world by convincing people that those things are of great importance to our lives, and cool. Cases in point: the iPad, Coca-Cola, Facebook... and, oh, the iPhone. Each new version of the device cost twice as much the model it replaces and has barely anything new to offer. And yet we all want to have one.

That applies to cars, too. The Americans excel at making cars with huge engines that can go fast, but only in a straight line. Or, massive SUVs and pick-ups. A lot of people bought those things, even when there were better, cheaper cars available from other parts of the globe. But, the car on these pages, while being a Ford and hence, American, is different. Before we dive deep into the new Endy, let's get a couple of things out of the way. Don't go by the badging on this car. In India, it will be called the Endeavour. Why? Well, one, Ford wants to leverage the brand equity the Endeavour has in India, and two, it can't use 'Everest' here since the rights to that name are owned by an eponymous company that sells blended spices.

The Endeavour, which is a quintessential American SUV, will not be sold in the US. It's been specially developed for countries such as India, Australia, China and Thailand. And, we suspect, Americans will probably find a bit too, ahem, small. The Endeavour is categorised as a 'mid-size SUV' in the US. But in India, it's not short of a full-size one. In fact, had it been any bigger, you'd probably need a heavy vehicle licence to drive it.

Ford's Terrain Response System works like a charm

The new Endeavour is a looker, and has tremendous road presence. The tall, flat hood and the massive, chrome-laden grille that is well integrated with the headlamp design should go down well with Indians. Things are a bit dull at the rear, and though Ford has tried to enliven things with some chrome, it isn't half as attractive, or imposing as the front. The last-gen Endeavour was an old car when it was launched here, and it aged pretty quickly. But a lot has changed this time around. You know it is 2015 when you see the new iteration.

Now, Indians buy about 20,000 big SUVs each year, and what's astonishing is that the Toyota Fortuner has 75 per cent share of this segment. Three out of four bulky SUVs sold in India are

Interior feels worth the money. Keeps the outside world... well, outside

Reclining 60:40-split second-row seats are comfy and practical

Fortuners! But, the Endeavour is not just bulky; it's got a lot of firepower, and its mechanicals are as contemporary as its skin.

Ford has retained the ladder-frame chassis for this car, and that's because they think that monocoque won't quite cut it when the tarmac peters out. There's also a coil-over-strut suspension that delivers a balance between good on- and off-road behaviour. And, there's also something known as Watt's linkage. What does it do? Well, it provides better body control by controlling the axle's lateral movement and reducing body roll that you usually associate with big, tall SUVs.

The engines, too, are new. The earlier car's 2.5- and 3.0-litre blocks have been replaced with newer 2.2- and 3.2-litre units. Both will come to India. The smaller four-cylinder 2.2-litre engine is

'IF IT WAS ANY BIGGER, YOU'D PROBABLY NEED A HEAVY VEHICLE LICENCE TO DRIVE IT'

meant for people who are not that power-hungry. It develops 158 horses and 385Nm of twist. Will 158 horses be enough to propel this large SUV? Well, if you're talking regular city, or highway commute, the answer would be yes. But, if you want to set the tarmac ablaze, the 3.2 should be the one for the job. It gets one extra pot to displace an extra 1,000cc, and that gives you a lot more grunt. On paper, it develops 197bhp and 470Nm of torque. It is radically quicker on the road, and, as we found out in Thailand, where we drove the car, you won't struggle to overtake that trailer on a dual carriageway. Simply step on the gas, and let the torque handle the rest.

At the time of its launch, Toyota offered the Fortuner only as a 4x4 manual. Other options, such as the 4x2 and auto, were introduced later. Ford, however, will launch the Endeavour as a

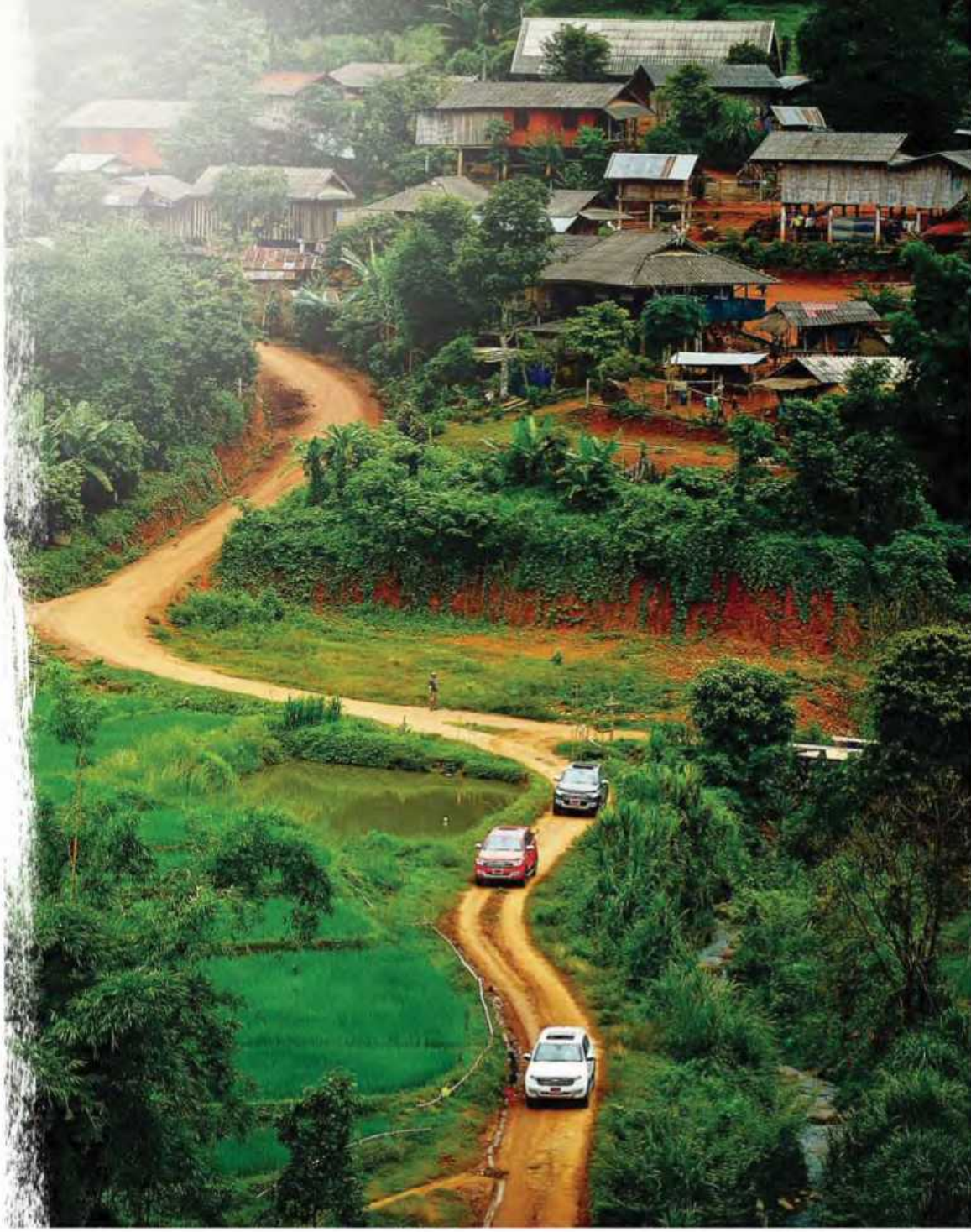
2.2-litre 4x2 (automatic and manual), and a 3.2 4x4 with an automatic gearbox. Both gearboxes are six-speed. We couldn't get our hands on the manual in Thailand, but the auto gets the job done pretty well, too. It does feel slightly lethargic – not as much as the earlier model's 'box, though – and takes a bit of time to think and shift.

The Endeavour is not all show and no go. It has a fair bit of off-road hardware. Its body-on-frame setup gives it that crucial flexibility you need to tackle rocks and slush. To further enhance that capability, it has a low-range transfer case. It also has one more button on the centre console to electronically lock the rear diff. And to manage all this hardware, there's a Terrain Management System, with preset options such as sand, gravel, snow and rocks. The system manages things like

'3 OUT OF 4 BIG SUVS SOLD HERE ARE FORTUNERS. THE ENDY MAY END THE DOMINANCE'

the diff, traction control and low-range 'box to make things easy for you, and to make you look like a champ while off-roading. The only thing missing is a height-adjustable suspension.

The Endy might be a capable off-roader, but it hasn't forgotten to be pretty plush, too. The cabin feels premium, and you can choose between dual-tone, or all-black. Use of sound deadening materials, double sealing doors and a system called 'Active Noise Cancellation' have been employed inside the cabin. The system, which works the same way noise-cancelling headphones do, does a good job of blocking wind, tyre, road and engine noise. Plus, it also brims with creature comforts. A new multimedia system, which makes its debut in the Endy, takes care of satnav, Bluetooth and music, and also comes preloaded with apps. The India version



PHOTOGRAPHY: MANUFACTURER

Six-speed auto the only choice with the 3.2. Works just fine

will also have the ESPN Cricinfo app. The cabin has three rows of seats. The seats at the front are large and comfortable, the middle row gets reclining 60:40 split seats and there are 50:50 split seats for the last row. You'd be utterly comfortable in the first two rows, but the same can't be said about the last one. At best, it's a kids-only row.

When the Fortuner landed on Indian roads, in 2003, two years after the previous Endeavour was launched, we expected an involving battle. But, the confrontation turned out to be a damp squib. It was like one of those wildlife shows on television in which two beasts of prey bare fangs, do a lot of posturing

Hit this little button, and the hatch shuts on its own. Sweet

and just when they are about to get physical, one of them backs out. But that was back then, and Ford's flagship didn't have much to talk about (at least, as far as sales numbers went).

But the new Endeavour has a lot to offer. If you want bulk, there's lots of it. If you want to go off-road, it's ready. If you demand a lot of engine options and the convenience of an auto 'box, it's available. And, if you are particular about on-road manners, it's pretty well-behaved. It's actually based on a pick-up truck, but it masks that connection pretty well. It's got electronic power steering that's unbelievably effortless at low speed, and it's so good that you almost don't expect it to weigh up, but it does. Yes, it's a bit low on feedback, but I'm sure most Indians can live with that.

As always, a lot will depend on the price, and we expect it to in the ₹25-30 lakh (on-road, Delhi) band, and it will be a fair price for the sort of kit the Endeavour will offer when it is launched at the end of this year. Importantly, it will be cheaper than the upcoming Fortuner. And, that should help it generate a lot of interest. An interest that works in Ford's favour.

It's almost going to be like a revenge match. Hopefully, neither will back out this time.

7/10

SPECS

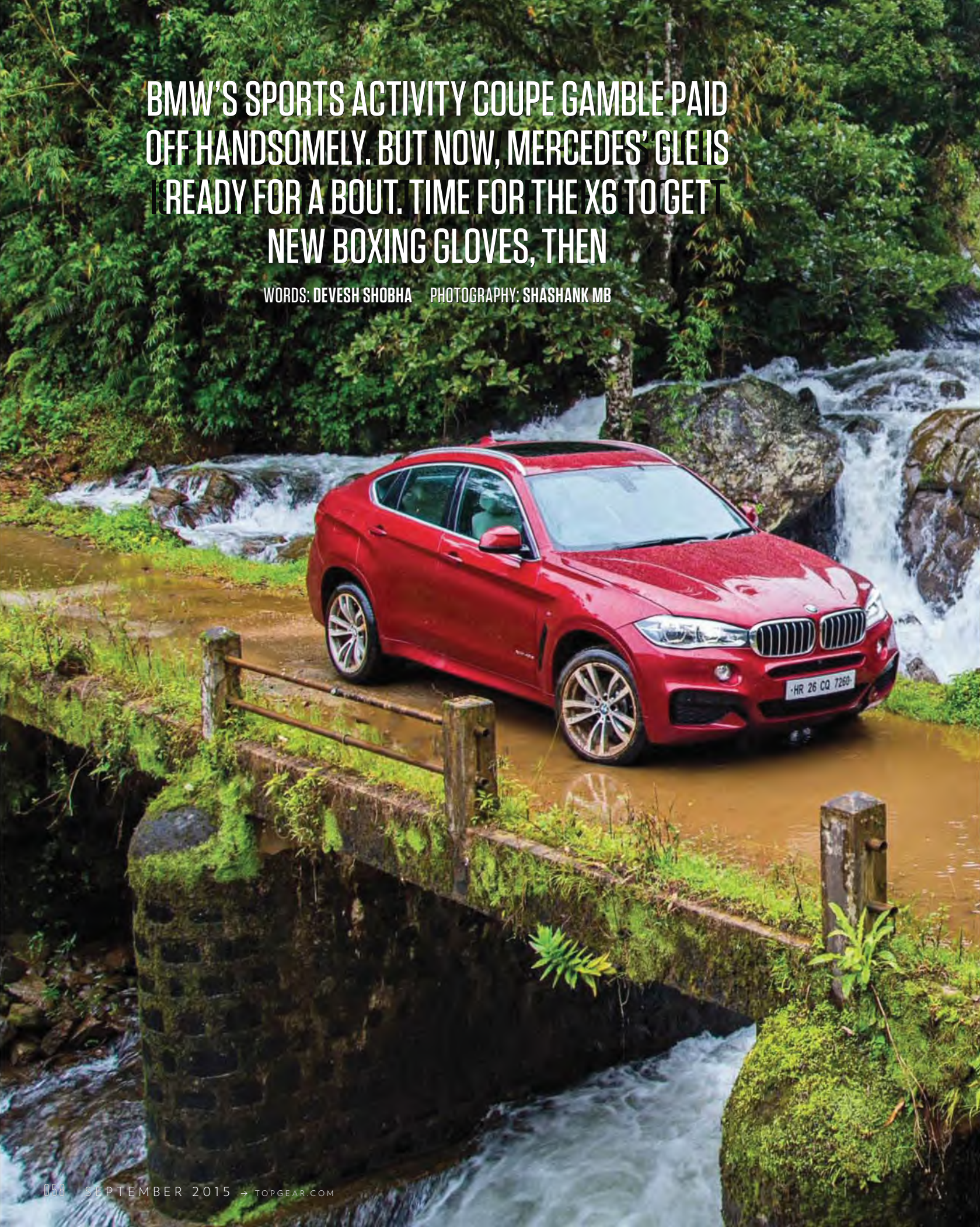
FORD ENDEAVOUR

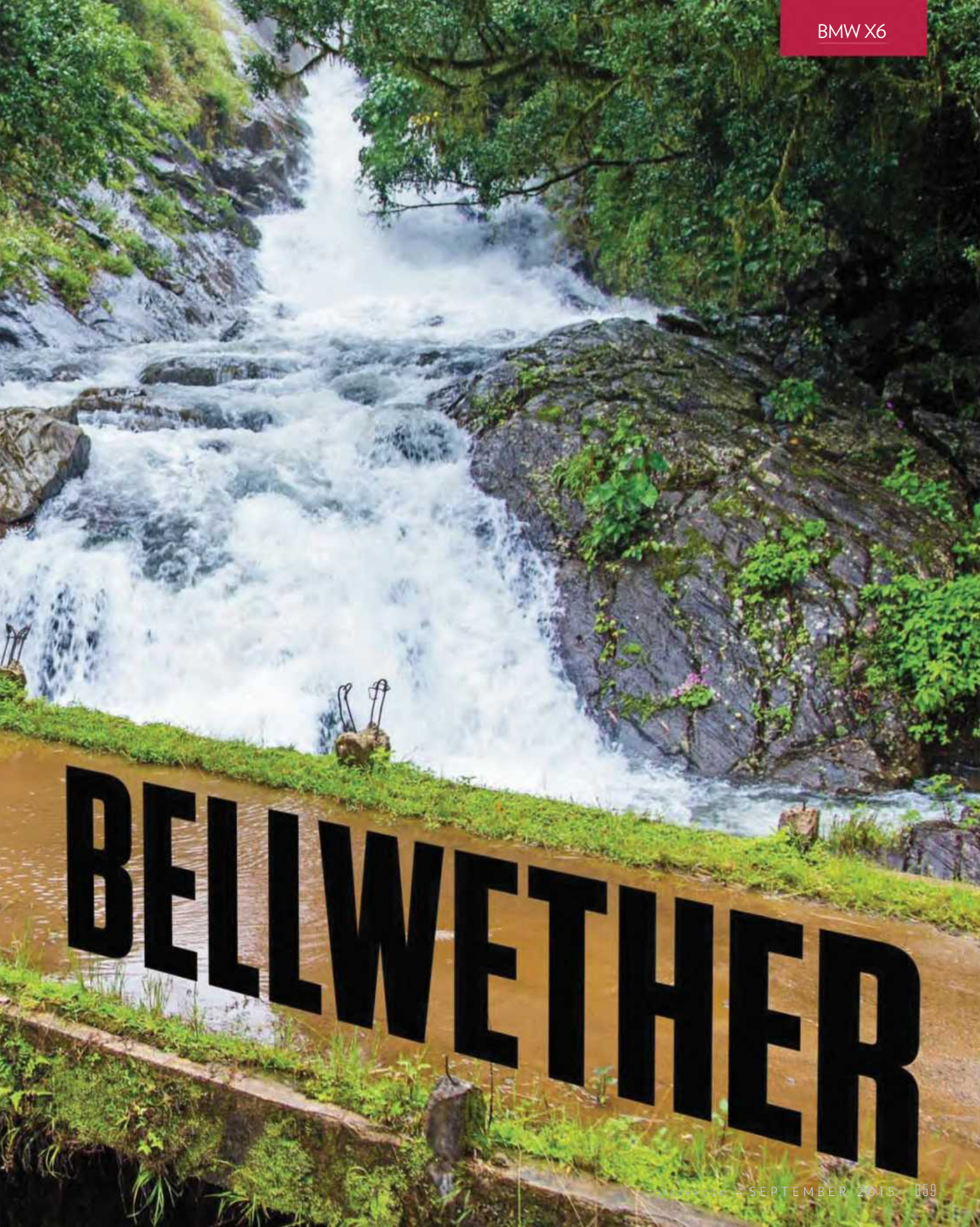
ENGINE: 4cyl 2.2-litre/5cyl 3.2-litre turbo diesel **POWER:** 158bhp/197bhp **TORQUE:** 385Nm/470Nm **TRANSMISSION:** 6M/6A **APPROACH/DEPARTURE ANGLE:** 29 degree/25 degree **GROUND CLEARANCE:** 225mm **WADING DEPTH:** 800mm

ESTIMATED PRICE: ₹25-30 lakh (on-road, Delhi) **LAUNCH:** December 2015 **PROS:** Bulk, design, off-road performance **CONS:** Gearbox, steering feedback **BOTTOMLINE:** A highly capable SUV that uses modern tech and engineering, and offers more features than any other SUV in its class. Drives well, and off-roads well, too.

BMW'S SPORTS ACTIVITY COUPE GAMBLE PAID OFF HANDSOMELY. BUT NOW, MERCEDES' GLE IS READY FOR A BOUT. TIME FOR THE X6 TO GET NEW BOXING GLOVES, THEN

WORDS: **DEVESH SHOBHA** PHOTOGRAPHY: **SHASHANK MB**





BELLWETHER

What do a beautifully crafted Patek Philippe watch and a bottle of the French classic, Louis XIII de Remy Martin cognac have in common? Apart from the fact that both cost a ridiculous amount of money, these cream-of-the-crop commodities aren't things you really need, but things you want. Why? To make a statement, perhaps. To announce to the world that you've made it in life.

Similarly, the automotive world, too, has many such examples. But, one that stands out and has made a bold statement is the BMW X6. Yes, we're talking about the one-of-its-kind coupe-SUV that is known to not follow the rules of accepted car bodystyles. In fact, from being the scoff of the industry, the X6 went on to rewrite the rules for crossovers, and in its seven year-lifespan, has become a trendsetter of sorts, forcing other manufacturers to follow suit.

Follow suit they have all had to, as the first-gen X6 found more than 2.6 lakh customers, and that, for an 'unconventional' car like this, is an achievement. No wonder then, BMW went ahead and developed a brand new X6 with a design that, surprisingly, is a lot more palatable than before. Not to suggest it has lost any of its extrovert styling cues, no sir. The signature sloping roofline stays intact, and the designers back in Munich have found a way to polish its butch styling and shaped it to look more digestible than before. However, it's a coupe version of an SUV, and there's little the designers can do to make it look beautiful.

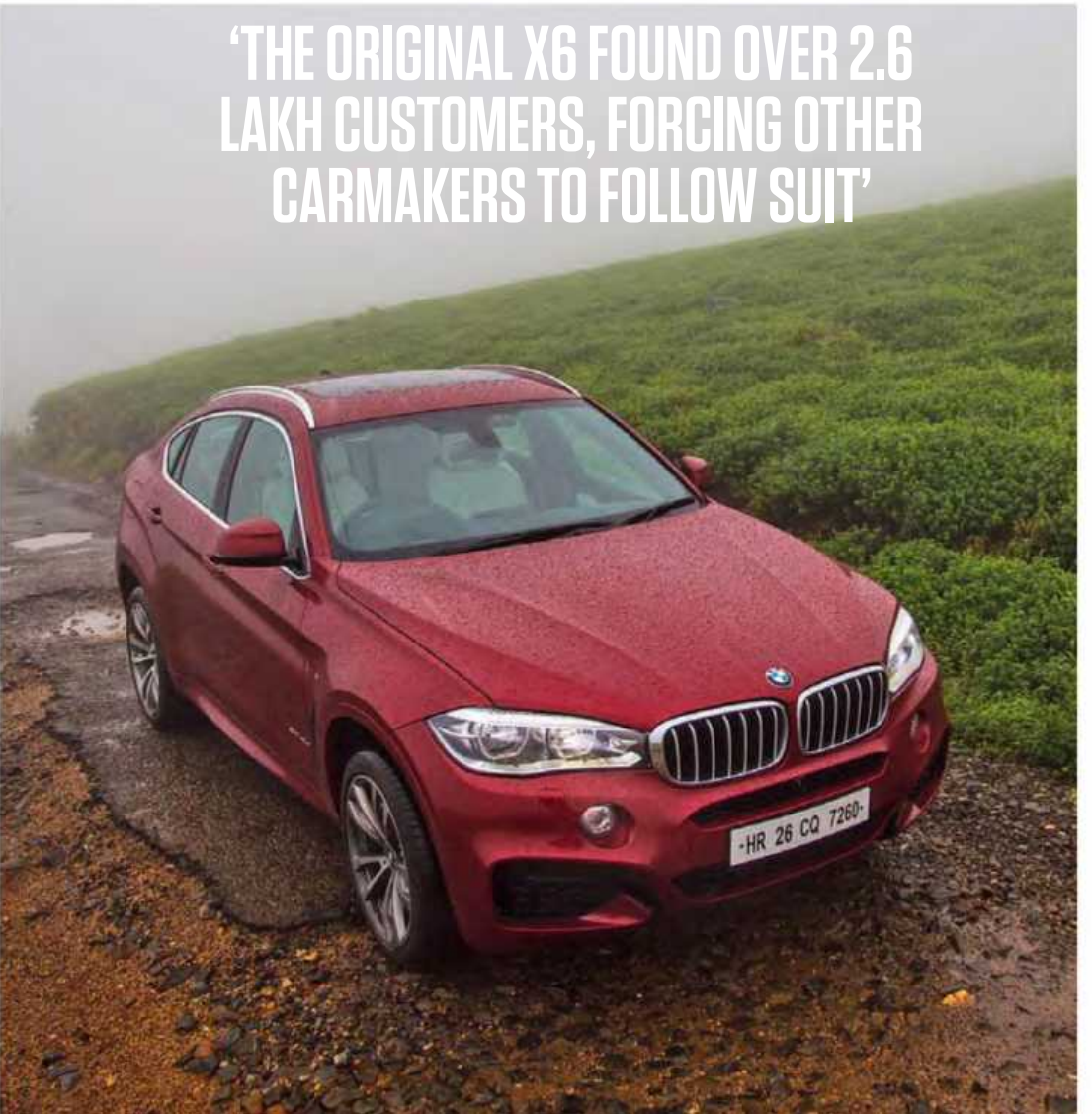
Even so, the X6 is an attractive thing. The variant you see on these pages is the xDrive40d M Sport, the sole trim available right now. What seems to be a confusing combination of lower and upper case letters actually denotes that this Sports Activity Coupe (SAC) comes with BMW's intelligent 4WD system, dynamic

Choose Sport+ for engine and gearbox, Comfort for suspension. Love thy spine

Layered, um, layout lends a nice feel to the cab. Front seats the place to be in this one

High boot lip, limited storage space. Got a problem? Get an X5, silly

'THE ORIGINAL X6 FOUND OVER 2.6 LAKH CUSTOMERS, FORCING OTHER CARMAKERS TO FOLLOW SUIT'



stability control, and wears an M Sport body kit. Which means, apart from the usual M Sport this and the M Sport that, it also gets slightly bigger air dams and beefier bumpers. What it doesn't get from the M division is the mighty 4.4-litre V8. Instead, you'll find a straight-six, 3.0-litre, twin-turbo diesel breathing under its lightweight aluminium hood.

So, does the twin-turbo diesel motor have the go to match the show? Well, as we found out, it does. And, to check if it justifies the 'sports' in SAC, we headed to the hilly town of Madikeri, in Coorg, 300-odd km away from Bengaluru. Why Madikeri? Well, firstly, because it is known for giving the world some of its best coffee beans, and we assume an X6 owner wouldn't mind a five-hour drive to sip on the finest coffee in the land. Secondly, the route offers a great mix of open highways, where the X6 can stretch its legs, and the twisty bits, to put BMW's claim of improved dynamics to test.

Almost instantly, the new X6 gets a reception that'd befit a celebrity. Be it in the chaotic traffic of the IT Hub, or navigating the narrow bylanes of Madikeri, the X6 turns heads wherever it goes. Obviously, it still has a love-it-or-hate-it design, and not everyone liked what they saw. Nonetheless, it has great road presence, and that's something not many SUVs enjoy. The

interior, too, gives you no reason to complain. It's a typical BMW cabin, with a layered design and top-drawer materials used all round. I especially liked the wooden trim with the black and white interior colour scheme. And, for a long drive like this one, the seats, too, are well-cushioned. What I didn't like is that rear seat headroom is in short supply, and the view from the rear windscreen is hindered.

Wait, I also have a tiny problem with the X6's overall ride comfort. Like the older X6, this one doesn't really cocoon its passengers from road irregularities, especially at city speeds. Things do improve as the scenery blurs, but we'd recommend you choose the Comfort setting to set up the adaptive dampers for a better ride, while the engine and gearbox are in Sport mode. ➤

So, the choppy ride won't bother your spine, and you'll be able to enjoy all 630 Newtons available right from 1,500rpm. However, the downside of this configuration can be felt around corners, where a softer damper setting results in noticeable sideways movement.

Thankfully, the X6 comes equipped with dynamic stability and traction control aids that keep things under control for when you're going all cylinders blazing. And, as we realised, there were a lot of occasions en route to Coorg where these did help keep things tidy. Plus, the electromechanical steering is direct, and is as communicative as it gets, letting you further push the X6 to its limits.

As luck would have it, the two days we were in Coorg, Madikeri experienced heavy downpour, and that kept us confined within the three pillars of the X6. Though we couldn't explore the famous coffee and tea plantations around town, the rains gave us a good opportunity to sample BMW's xDrive system. To begin with, the X6 doesn't come with a transfer case, or diff locks. Add to that the road tyres that don't offer much grip once the surface changes colour – from dark grey to auburn. And, taking a 2,100kg SAC deep into uncharted waters isn't our idea of off-roading. Plus, we aren't sure how you'd react to your Testonis getting all mucky once you beach the X6 halfway into the trail, and make your way out of it on foot.

So, the X6 xDrive40d M Sport isn't blessed with great off-road capabilities. However, its 4WD system does work overtime on slippery road surfaces. Okay, this big, tall fastback isn't the benchmark for ride comfort, but as far as driving dynamics go, the X6 isn't too far away from the best of what Germany has to offer. Plus, the cabin oozes luxury and offers good passenger space and comfort. So what if headroom at the rear is a cause of worry. It's a coupe-SUV, this. You don't buy an X6 and ride in the back seat, do you? If that is what you seek, BMW has the X5.

As is the case with most newer models today, the new X6, too, has grown in size, attended a weight-loss programme, is more considerate towards polar bears, and still makes a dash to 100kph from standstill quicker than before (5.8 seconds). But, does all of this make it worth ₹1.15 crore? Obviously, this being the base, ex-showroom price, the final amount depends on how you spec your car. In that case, it is indeed a difficult proposition, and BMW deserves a pat on the back for giving us an SUV with a unique persona. For someone wanting exclusivity, there's nothing in the market quite like the X6, for now. And as we all know, exclusivity doesn't come cheap.

Yes, Mercedes-Benz has readied the GLE Coupe that will take the X6 head on, while Audi is still mulling over the idea of fastback-ing the Q5. However, it'll be a while before the Merc makes it to our shores, and until then, if you're itching to be seen piloting a coupe-SUV, the BMW X6 is what you should be looking at. With that out of the way, it's time to decide whether the Patek Philippe or the Louis XIII cognac would complement the X6 better. Oh, wait. I've made up my mind. I'll save up and wait for the X6 M, instead. TG

BMW X6 xDRIVE40D M SPORT

ENGINE: 6cyl, 2993cc, twin-turbodiesel **POWER:** 308bhp at 4400rpm **TORQUE:** 630Nm at 1500-2500rpm
TRANSMISSION: 8A, AWD
0-100KPH: 5.8s (claimed)
TOP SPEED: 240kph
EFFICIENCY: 9.5kpl*
KERB WEIGHT: 2180kg
BOOT SPACE: 580 litres (min) / 1525 litres (max)
PRICE: ₹1.15 crore (ex-showroom, India)
PROS: Unconventional looks, road presence, desirability
CONS: Pricey, backseat headroom, not-so-great ride
BOTTOMLINE: In its new avatar, the X6 is sure to turn heads. It's all about wanting it rather than needing it.

7/10

(*not under test conditions)

WHAT GOES FOR BLIND DATES, GOES FOR CARS:

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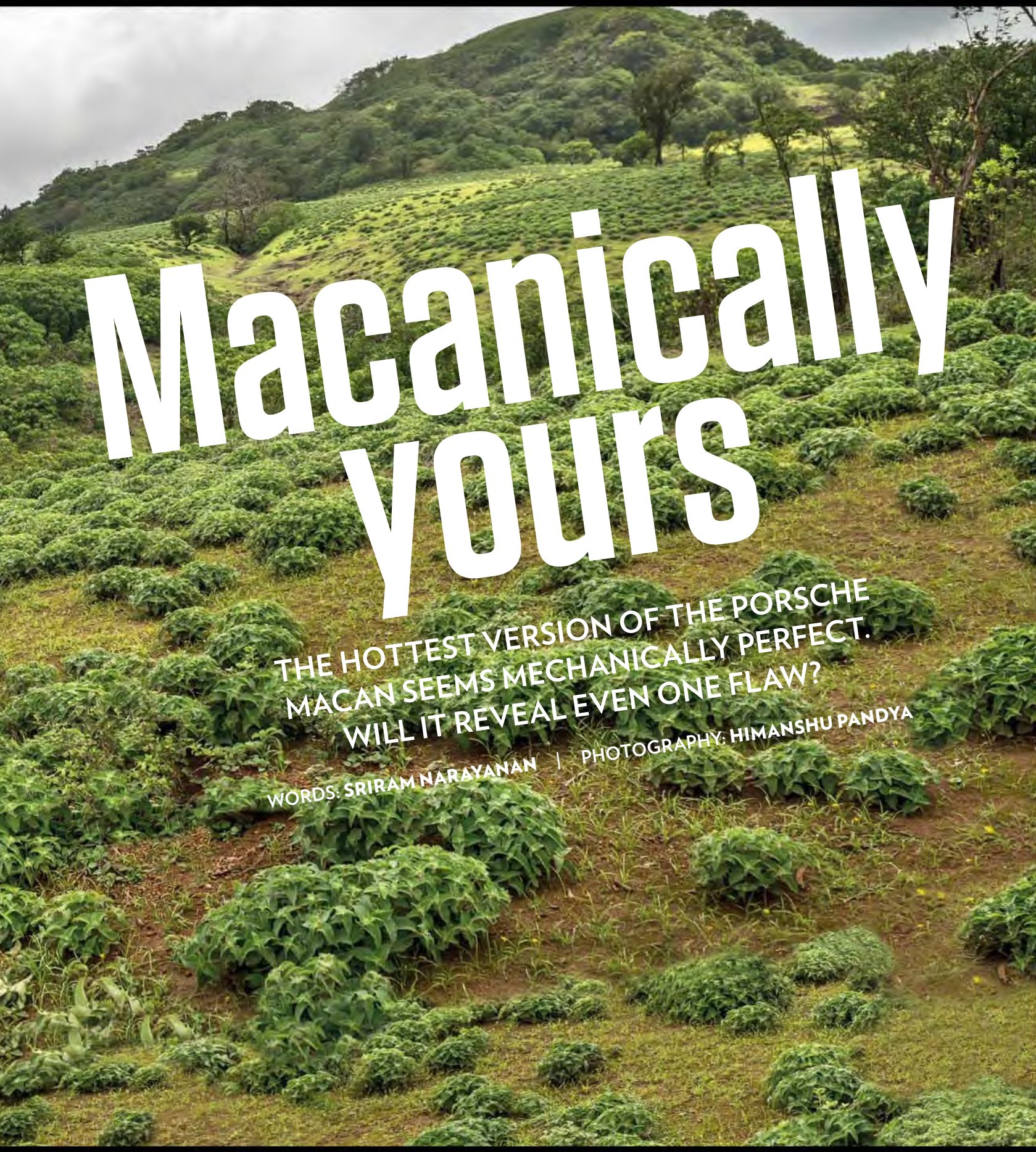


Macanically yours

THE HOTTEST VERSION OF THE PORSCHE MACAN SEEMS MECHANICALLY PERFECT. WILL IT REVEAL EVEN ONE FLAW?

WORDS: **SRIRAM NARAYANAN** | PHOTOGRAPHY: **HIMANSHU PANDYA**

'I CAN'T SAY FOR HOW LONG THE JAWS STAYED ON THE ROAD, BECAUSE IN A SECOND, THEY WERE SPECKS IN THE REAR-VIEW MIRROR'

I am certainly not an authority on the exasperating ways of Indian tourists. But, from whatever little I have observed, we can be a chaotic bunch to handle, especially for a tour guide. We are never on time, we always make a racket and, if given a choice between shopping and sightseeing, we opt for the former. Plus, we tend to make a face at local food. When it comes to travelling within India, we can be even more annoying. Now that the monsoons are here, the Western Ghats are a vibrant green with streams of water rushing down vertical rock faces. But, I don't quite understand why they have to stop their cars and take selfies each time water rushes down a mountain. Actually, I'm cool with that, too. Nothing wrong with selfies, but you can't park your car on a high-speed expressway, just because there are streams purling down the mountains.

Perhaps, you can't blame them. For most of us, the only avenue for recreation is a visit to the mall, the movies, or a restaurant. So the combination of water and a mountain face must be a sight to behold for people who live surrounded by concrete behemoths. The only thing that seemed to distract these revellers, though, was the sight of, and, perhaps, the sound of the Macan Turbo. As the car passed by, affording the folks a good view of its quad exhausts and the 918-inspired tail-lights, I thought I saw a lot of jaws dropping. I can't say how long the jaws remained on the road, because in a second they were tiny specks in my rear-view mirror. And, the noise the car made. Ah, the noise. You don't expect much from a 3.6 V6 egged on by a turbo, right? Right. There isn't much. What you get when you floor the pedal is a strange home appliance-like drone and a cacophony of wind and tyre noise. Mostly, tyre noise. And this lack of acoustic drama is the only flaw in a seriously good car.

In fact, I didn't expect much poke from the engine either. A 3.6 V6 is nothing really for an SUV that's supposed to be the sporty elite among the sporty elite. Surely, 394 horses aren't going to do much to lug around something that's tall and weighs 1925kg. Wait, what? Sorry, that just ➤

The only way to get the front axle bar to light up in glee is to corner hard

By the time you notice the details, you have already crossed 100kph

came in. The Audi RS6 Avant weighs more. In fact, super sedans such as the BMW M6, Audi RS7 and even the Porsche Panamera weigh a few kilos more than the Macan.

While the turbocharged engine sounds like a great singer performing with a cold, the engine surely performs. How fast do you think such a thing would need to get to a 100kph? Six seconds? Five? A Cayman S needs 4.99 seconds. The Macan can't be quicker. But no, take a look at this: 4.76. Yes, you read right. This two-tonner that is about five-and-a-half-feet tall gets to 100kph in just 4.76 seconds. And typical of Porsche, Launch Control is easy to activate and it delivers every single time you ask it to.

Around corners, the Macan Turbo feels about as heavy as a biggish hatch. There are more powerful, quicker cars, but making them corner hard can be like holding an umbrella while walking along the seashore on a windy day. The Macan is as calm around corners as an open umbrella on a sunny day. If there's ever been a mask that hides one's true nature, it's the Macan's bulky dimensions that mask its

nimbleness and dexterity. Besides, as is usual with Porsches, it makes an utter mockery of that if-it's-popular-it-must-be-true myth about great handling coming at the cost of a back-breaking ride.

If I owned a Macan, I'd cover its ears if someone mentioned rock-climbing to it. But mud, gravel, grass, slush and potholes are things this Porsche does away with ease. And you barely feel anything inside the cabin. Plus, with a height-adjustable suspension and hill descent control, the Macan Turbo is about as close as anyone is going to get to a proper, sporty SUV that can do the dirty business. Is it invincible off road? A big no. Can you go on an expedition with a Macan Turbo? Can you duel with a fork? Can this Macan handle the unpredictability of Indian roads and the Public Works Department? Easily. As long as you remember this isn't a Range Rover, or a Gurkha, you and your Macan Turbo will be fine.

This machine's appetite for pace and muck is incredible. Sure, there is the Cayenne, but the Macan Turbo hides its weight so well modeling agencies might want to give this ➤

'AS LONG AS YOU REMEMBER THIS ISN'T A RANGE ROVER, OR A GURKHA, YOU AND YOUR MACAN TURBO WILL BE FINE'

car a closer a look. Porsche's Doppelkl, I mean Dupplekest, er, PDK seven-speed transmission, as usual, does a brilliant job. It shifts gears with the same ferocity displayed by the Aussie cricket team. Only, the gearbox doesn't swear and sledge. And if you select Sport Plus, and put pedal to metal, you will enjoy the supercar-like thump each time the gears shift. The passengers, I reckon, may not enjoy it as much.

I will also stick my neck out and say that the Macan is the best-looking five-door Porsche makes. Which isn't saying much when the other contenders are the ugly Cayenne and the Panamera. But, Porsche seems to have put in some serious thought to minute elements of the Macan's design. To avoid ugly shut lines on the front of the bonnet, the entire bonnet is designed as one piece, with the opening way below the headlights and right above the front wheel arch. To keep the rear as smooth and uncluttered as possible, Porsche has put in the button for the rear hatch on the rear wiper. So the rear is groove-less, hole-less, button-less and one smooth, beautiful curve. Topping it all off are the 918-inspired taillights.

THE PDK SHIFTS GEARS WITH THE SAME FEROCITY DIS-PLAYED BY THE AUSTRALIAN CRICKET TEAM, WITHOUT THE SWEARING AND SLEDGING

By this time, I am beginning to think I am driving the ultimate Porsche. The Macan Turbo packs in incredible straight-line performance, solid dynamics, superb cabin quality and is utterly comfortable over every surface. This isn't a handler like a Boxster, or a Cayman. Nor, is it going to give a complex to a 911 on the track. What the Macan Turbo does is offer the best dynamic package of what's physically possible in a high riding, five-seat, load-lugging SUV.

Which is all great for the Macan, but not so much for a Turbo that's a hot version of an already hot car. For all its abilities, the Macan Turbo lacks that extremely crucial aspect that make all hot variants, er, hot: drama, theatrics, fireworks. You don't get the acoustics you want from a hot Turbo Porsche. Which is strange, considering the 3.0-litre turbo V6 in the standard Panamera and Panamera S delivers a better aural performance. Ask yourself this: if you buy a fast car, would you be okay with the fact that the only sensation you get of going fast is with the scenery blurring outside? A Porsche Turbo is bought by people whose idea of recreation isn't hanging out at the mall, or stopping to see water trickling down rocks by the highway. I think Porsche is holding back the Macan Turbo deliberately for, perhaps, an 'S' version. And, it is an annoying trait, despite all its perfection; this thing of one car not stepping on the toes of the other. That's possibly why the Macan Turbo seems to faced with a gentle restraining order, and it is a restraint it will be glad to break free of.

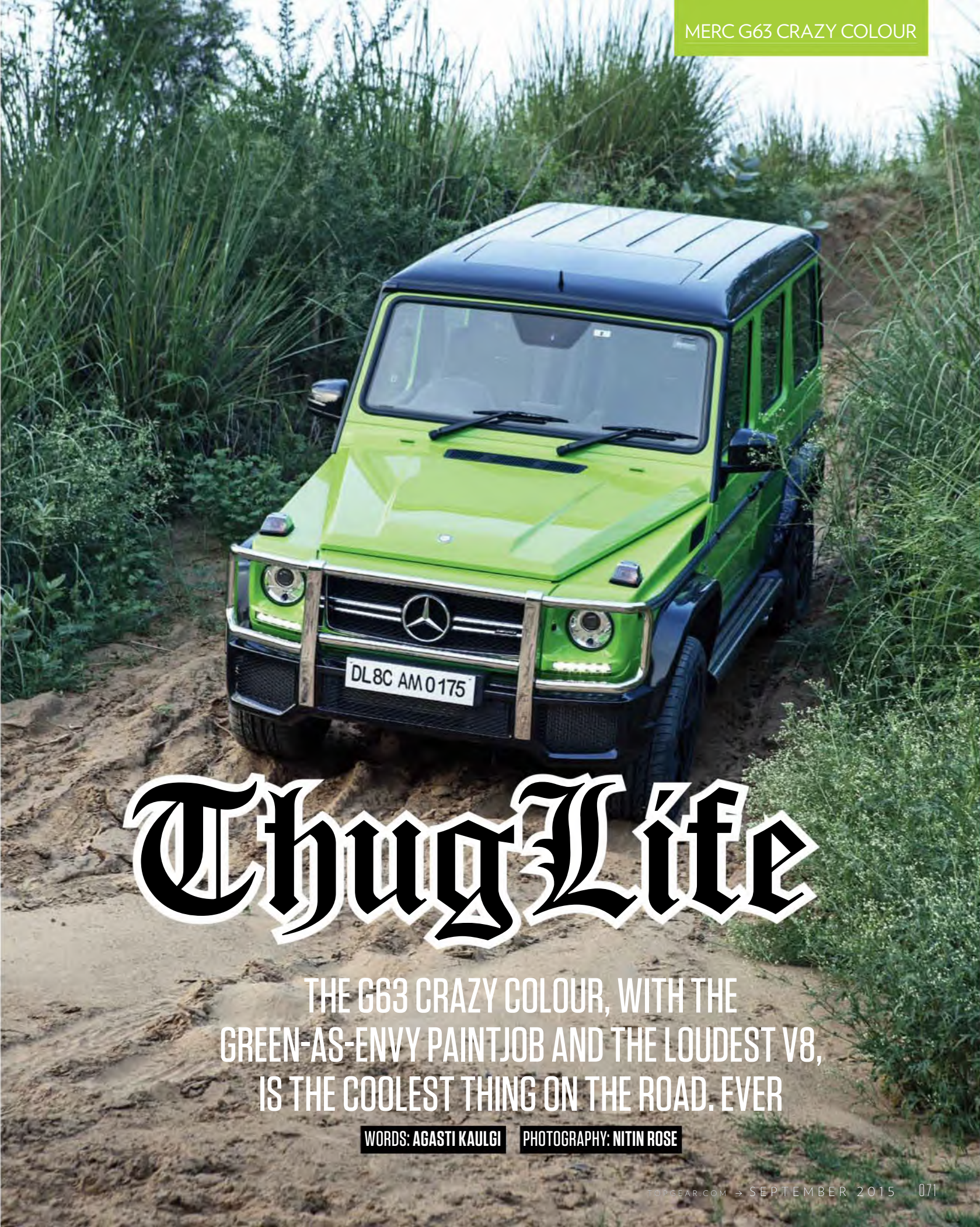
7/10

PORSCHE MACAN TURBO

ENGINE: 3604cc, bi-turbo petrol V6
POWER: 394bhp at 6000rpm
TORQUE: 550Nm at 1350-4500rpm
TRANSMISSION: 7A, AWD
WEIGHT: 1925kg
FUEL CAPACITY: 75 litres
BOOT CAPACITY: 500 litres (min)/1500 litres (max)

PERFORMANCE
0-100KPH: 4.76 sec
80-0KPH: 2.16 metres, 24.32 sec
30-50KPH: 0.98 sec
50-70KPH: 1.24 sec
FUEL EFFICIENCY: 6.78kpl (city) 7.43kpl (highway), 7.1kpl (average)
RANGE: 530km
PRICE: ₹1.08 crore (ex-Maharashtra)

PROS: Athleticism despite weight and height; faster than a Cayman S; spotless ride and handling, takes well to road and no road
CONS: Engine sounds appliance-like, lacks drama befitting a Turbo Porsche
BOTTOMLINE: An incredibly capable car that seems to have got restraining orders to accommodate a hotter S version in the future.



Thug Life

THE G63 CRAZY COLOUR, WITH THE GREEN-AS-ENVY PAINTJOB AND THE LOUDEST V8, IS THE COOLEST THING ON THE ROAD. EVER

WORDS: AGASTI KAULGI PHOTOGRAPHY: NITIN ROSE

As a teenager besotted with video games, I spent most of my vacations living the virtual life of Carl Johnson in *GTA San Andreas*. While running through the missions in the storyline was fun, what I enjoyed even more was driving around aimlessly in one of those pimped-up SUVs, painted a shade of Outrageous Orange or Peachy Pink. But, that, at the end of it, is a video game. You cannot live like Carl Johnson did, and you certainly can't pilot a high-riding vehicle with a madcap paint scheme. However, Mercedes-AMG is giving you the opportunity to ape CJ – not with a bucketful of weapons and cheat codes – but with the G63 Crazy Colour.

'THIS G63 IS ALWAYS WEARING A HI-VIS JACKET. YOU NEED TO WEAR SHADES TO LOOK AT IT'

As the name suggests, the highlight of this G63 is its paint job. Merc has coloured it the greenest green it could find in its palette. It's a car that's always wearing a high-visibility jacket, a car that needs you to wear shades before you can look at it. It's outrageous. It's the best colour that I've come across by a big, big margin. I've never been looked at so suspiciously by Delhi folk as I was on the day I drove around in it. It's beyond-words crazy. Someone at Affalterbach must have thought, "Can we come up with a colour scheme nuttier than what the Arabs can muster? We can? Okay, let's drape the G63 in it".

Till the E63 came along, the G63 was the highest-selling AMG in India. There's nothing like this that money can buy in our land. The rugged appearance, the design that, despite showing its age, is still *in*, and a massive engine under the hood come together to perfect the

MORE CRAZINESS

Three locking diffs. Nature, bring your A-game

Rugged outside and plush inside. Ergonomics are an issue, though

Indicator above the inner edge of the wheel. Helps while off-roading

recipe. The engine, by the way, is the same unit that you find under the hood of all the other AMGs – CLA and GLA aside – in India. And, it's tuned to be the loudest in the G63. Here, the V8's at its angriest – roaring, crackling and scaring the daylights out of passers-by. All the time.

The 5.5-litre, twin-turbo petrol block develops a gigantic 540bhp and 760Nm of torque. Possibly enough to tug the moon closer to the Earth, if you feel like it. The last thing you could want while you're behind the wheel of this greener-than-green G63 is more power. It ➤

Deep ditch? No problem. It's fully equipped to get out safe

It's almost like trekking to get to a fortress. A real achievement

'YOU DON'T NEED HELP FROM ANY SWITCH TO OFF-ROAD IN THIS. JUST. POWER.THROUGH.'

doesn't matter where the tacho needle is, there's always tons of grunt at your disposal.

The G-Wagon is to Germany what the Hummer is to America and the Defender is to Britain. All three were designed to be at the warfront in perilous conditions. All were designed to go over seemingly unconquerable terrain and not fall to pieces. It's a mad off-roader, this. Leaf springs at the rear, centre, rear and front locking diffs, a low-range transfer case: it's equipped with everything that you'd need off-road. But, once off the road, the biggest weapon in this G63's arsenal is, erm, power. It's the answer to everything. A huge rock to clamber over? Give it some gas. Need to pull through the muck? Use the throttle. Sand? Power out of it. There's nothing power can't do for you. I spent one full day off-roading in this, dealing with some pretty hardcore stuff, and not once did I find the need to use any button or

8/10

SPECS

MERC G63 CRAZY COLOUR

ENGINE: 5461cc, V8, twin-turbo petrol
POWER: 540bhp at 5500rpm, **TORQUE:** 760Nm at 2000-5000rpm, **TRANSMISSION:** 7A, 4WD, **0-100KPH:** 5.4 seconds, **TOP SPEED:** 210kph, **GROUND CLEARANCE:** 220mm, **MAXIMUM WADING DEPTH:** 600mm

PRICE: ₹2.17 crore (ex-showroom, Delhi)
PROS: Paint, power, sturdiness, design, off-road capability
CONS: Ergonomics, handling, on-road ride quality
BOTTOMLINE: Brighter than a supernova, tougher than a tank. The G63 Crazy Colour's cool quotient is right up there

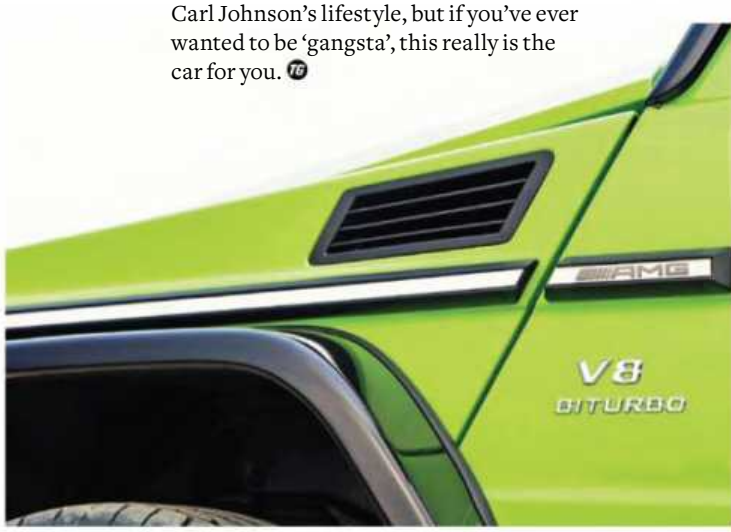
Carbon fibre only for aesthetics. Got nothing to do with weight saving

switch to help me. Just. Power. Through.

With the sort of things that the G63 Crazy Colour has to offer – the colour, the off-roading capability, the toughness, the luxurious cabin – you'd think there'd be nothing that one can't like about it. You'd be wrong. There are quite a few things. The ride is jittery all the time, so you'll be somewhat uncomfortable even on smooth roads. The steering is designed to be great off-road, not on the tarmac. And, if you go hot into a bend, it won't pay heed to your inputs, and go straight on. All you can do then is hope that the wall along the side of the road isn't destroyed, because nothing can happen to the G63 anyway. And yes, the ergonomics in the cabin are all over the shop. You need to twist your limbs in horrifying ways to reach things. There's barely any space to put away your knick-knacks. The driver's seat barely slides fore and aft, and the pedals are angled in such a way that your ankle will give out in just a few hours.

There's one more crazy thing about this G63, and that is its price. At ₹2.17 crore (ex-Delhi), it is ₹26 lakh more expensive than the not-so-crazy G63 AMG. ₹26 lakh for the paint *only*. Ideas like buying a regular G63 and giving it a custom paint job, or even easier, wrapping it in a crazy colour like this one come to mind. But then, it isn't for people with such middle-class views. It's for people who are rich and insane.

For this sort of money, you could choose from a whole lot of nice, fast supercars. Cars that you'll be able to brag about when talking of 0-100 times and top speed, carbon-fibre composite chassis and all that, but there will come a day when you will get bored of your supercar. There will be something more interesting in the market. That won't happen if you buy the G63 Crazy Colour. Even 30 years into the purchase, you'll love it just as much as you did the day you bought it, and perhaps till you breathe your last. I'm not an advocate of Carl Johnson's lifestyle, but if you've ever wanted to be 'gangsta', this really is the car for you. TG



THE METAMOR

THIS ODDLY-NAMED VEHICLE WITH AN UGLY REAR ISN'T JUST AN SUV. IT'S A BENCHMARK

PHOSIS

WORDS: SRIRAM NARAYANAN PHOTOGRAPHY: RAJEEV GAIKWAD

I can't remember anything significant from 2006. Greg Chappell was the coach of the Indian cricket team. Mumbai was rocked by the 7/11 train blasts. There were no massive scams apart from the routine massive ones. I think I also met this person from Toyota India that year. Why am I remembering an insignificant meeting now? This was around the time when General Motors had almost relinquished the world's largest carmaker crown to Toyota. So, I asked this official about what Toyota sees when it looks over its shoulder. He came up with a rather ridiculous – it sounded like that at the time – answer. And, on hearing his response, I thought the prospect of becoming the number one auto company does strange things to manufacturers and their employees.

Anyway, Toyota is not leading anything in India. But, the reason I bring this up is because I wonder what kind of ridiculous opinions of the world Hyundai India has. Sure, it is doing incredibly well. It comes out with the right products, with the right features, at the right sticker price. Hyundai keeps getting things so incredibly right, it's become boring for folks like me. Nothing interesting to write about, no chinks in the armour to spot, no fly in the ointment to ruin things and no Achilles' heel. At least, none that stop you from buying one of its cars.

So I had nearly written this story in my mind, and the conclusion went something like this: 'The Hyundai Creta is a brilliantly packaged SUV, but the overtly light steering and high-speed road manners show there is room for improvement.' That's how all Hyundais are. Brilliant packages with light steering and average-to-below average high-speed abilities. In other words, a Hyundai is not your first choice of vehicle on a ➤

'THE CRETA'S DYNAMICS AREN'T JUST BRILLIANT. IT'S A SPECTACULAR VOLTE-FACE OF SORTS'

de-restricted autobahn. A Hyundai will not even be your 13th choice of vehicle on a de-restricted autobahn.

The Creta's dynamics, though, aren't just brilliant. It's a spectacular volte-face of sorts. Like Yo Yo Honey Singh penning sane lyrics. Like a Rohit Shetty movie sans flying Mahindra Scorpios. In short, the Creta feels delightfully solid, planted and in utter control of itself when taking curves at triple-digit speeds. If the curve has a bump, the Creta continues being velcroed to the surface. The Creta isn't a driver's car, but Hyundai has worked, no, make that fought real hard to jettison those flimsy dynamics and work at providing solidity, poise, and a sense of control to the driver. A sense of control that no other Hyundai delivers. A sense of control that's very nearly German.

Apologies for going on and on about the Creta's dynamics. But it must have taken a revolution in thought, ideas, planning and will for Hyundai to have taken such a giant leap. The rest of the Creta is business as usual – a strong, feature-rich, refined package. The 1.6 diesel is barely audible, wind noise at high speeds is in check, the six-speed gearbox has short, precise throws, there's the extremely convenient dead pedal to rest your left foot when it's not on the clutch, and instead of a tiny screen embedded in the rear view mirror, the Creta gets a full-sized touchscreen-cum-multimedia interface-cum-reverse camera

Short, concise throws make you want to change gears

assist in its centre console.

This screen is the one flaw in the Creta. In bright sunlight, it's too dull. And at night, it will blind you unless you specifically dim the master illumination control – in which case even the instrument dials become dull – or access screen brightness settings in the touchscreen interface and reduce it. If you do that, it's nearly unreadable during daytime. The screen does have an auto brightness mode. But it doesn't help. Besides, the Creta doesn't get electro-chromic mirrors – something even the i20 has. And you have to grope around for the mirror adjust and folding buttons at night because – you guessed it – they aren't illuminated.

Despite being front-wheel-drive only, the ➤

Creta does an extremely good job of handling slush, wet grass and the usual extraterrestrial terrain that also goes by the name of Indian roads. Ride quality isn't as perfect as the Renault Duster's, but the Creta does a very good job of keeping things inside the cabin level despite the torture the suspension is put through. And along with the improvement in the dynamics, Hyundai seems to have finally figured out how to do comfort without making the car wallow, or do handling without hammering your spine.

The engine is faultless. It delivers when you want it to. Of course, like all turbos you have to keep it above 1,800rpm for quick overtakes. And unless you rev the life out of it, which you won't ever need to, this 1.6 diesel goes about its business without making a mighty racket. What also doesn't make much of a racket is the design.

The Creta isn't a bad-looking car, but it does look a bit generic. After the i20 and the Elantra, Hyundai seems to have either not bothered with the design, or given express instructions to its artists to go easy on the Creta. It doesn't have the wild scoops and curves that Hyundai's marketing men call Fluidic design. Which is still fine. What's not fine is the abject laying down of arms – or rather the pencil – at the rear. It's outright ugly. And ruining it all is that number plate that seems to have been playing musical chairs. And when it was neither at the top, middle nor the bottom, the music stopped and it was left stranded at its present position.

The ugly rear and the weirdly illuminated touchscreen apart, the Creta is a redefining automobile. For years, we have thought of affordable SUVs to be trucks shrunken to fit into a parking slot. They'd wallow, roll and generally make a mess of themselves at high speeds. The Renault Duster changed all that, but there is still a utilitarian whiff inside its ➤

Staid Germanic colours and textures instead of bright, shiny stuff. Works for us

'IT DOES GREAT IN SLUSH AND ON THE USUAL EXTRATERRESTRIAL TERRAIN THAT GOES BY THE NAME OF INDIAN ROADS'

cabin, and some rough edges outside. The Creta simply moves the goalposts for compact SUVs. The Duster definitely looks better and rides better. But in every other aspect – comfort, refinement, features, dynamics – the Creta clearly redefines what a compact SUV should be.

More importantly, it sets the benchmark for Hyundais of the future. How many times have you been told the i20, or the Elantra, or the Verna are great, but for steering feel and high speed manners? The Creta doesn't merely tweak those. It's almost a re-birth. And if the next Hyundai, be it a hatch or a sedan, does not carry on this good work, then the Creta would be a mere flash in the pan. For such a brilliant package, that'd be a shame.

Oh, about that Toyota guy's ridiculous answer? Well, he told me that when Toyota looked in the rear view mirror, they saw a certain South Korean company with a weirdly designed 'H' on the nose. TG

'IT HAS MOVED THE GOALPOSTS FOR COMPACT SUVS. IT SETS THE TONE FOR HYUNDAIS TO COME'

Screen too dull in bright light and too bright in the dark

VARIANT MAZE

The Creta has three engine options, two fuel options, two transmission options and ten variants. Which can get all perplexing. You want the cheapest petrol? That's ₹10.50 lakh. The cheapest diesel is ₹11.75 lakh. Perplexingly, the diesel 6-speed auto is ₹16.92 lakh. But the top-of-the-line diesel 6-speed manual tested here – the SX (O) costs ₹16.93 lakh. For one grand more you get leather seats, traction control, side airbags and hill hold assist. A cool value variant could be the SX diesel manual, which gets airbags, parking sensors, the 1.6 diesel engine and other goodies but lacks a rear view camera, traction control, leather seats and side airbags, all for ₹14.50 lakh. All prices, on-road, Mumbai.

8/10

SPECS

CRETA 1.6 CRDi

ENGINE: 1582cc, 4-cyl turbodiesel **POWER:** 126bhp at 4000rpm **TORQUE:** 260Nm at 1900-2750rpm **TRANSMISSION:** 6M, FWD **FUEL TANK:** 55 litres **GROUND CLEARANCE:** 190mm **0-100KPH:** 11.42secs **80-0KPH:** 25.67m **30-50KPH (3RD GEAR):** 3.79secs **30-50KPH (4TH GEAR):** 6.51secs **50-70KPH (5TH GEAR):** 7.34secs **FUEL EFFICIENCY:** 12.84kpl (city), 16.78kpl (highway) 14.81kpl (average) **APPROX RANGE:** 810km

PRICE: ₹16.93 lakh (SX (O) on-road, Mumbai)
PROS: Dynamics, high-speed manners, features, package
CONS: Screen legibility, ugly rear
BOTTOMLINE: This is a new benchmark for compact SUVs and for Hyundais of the future

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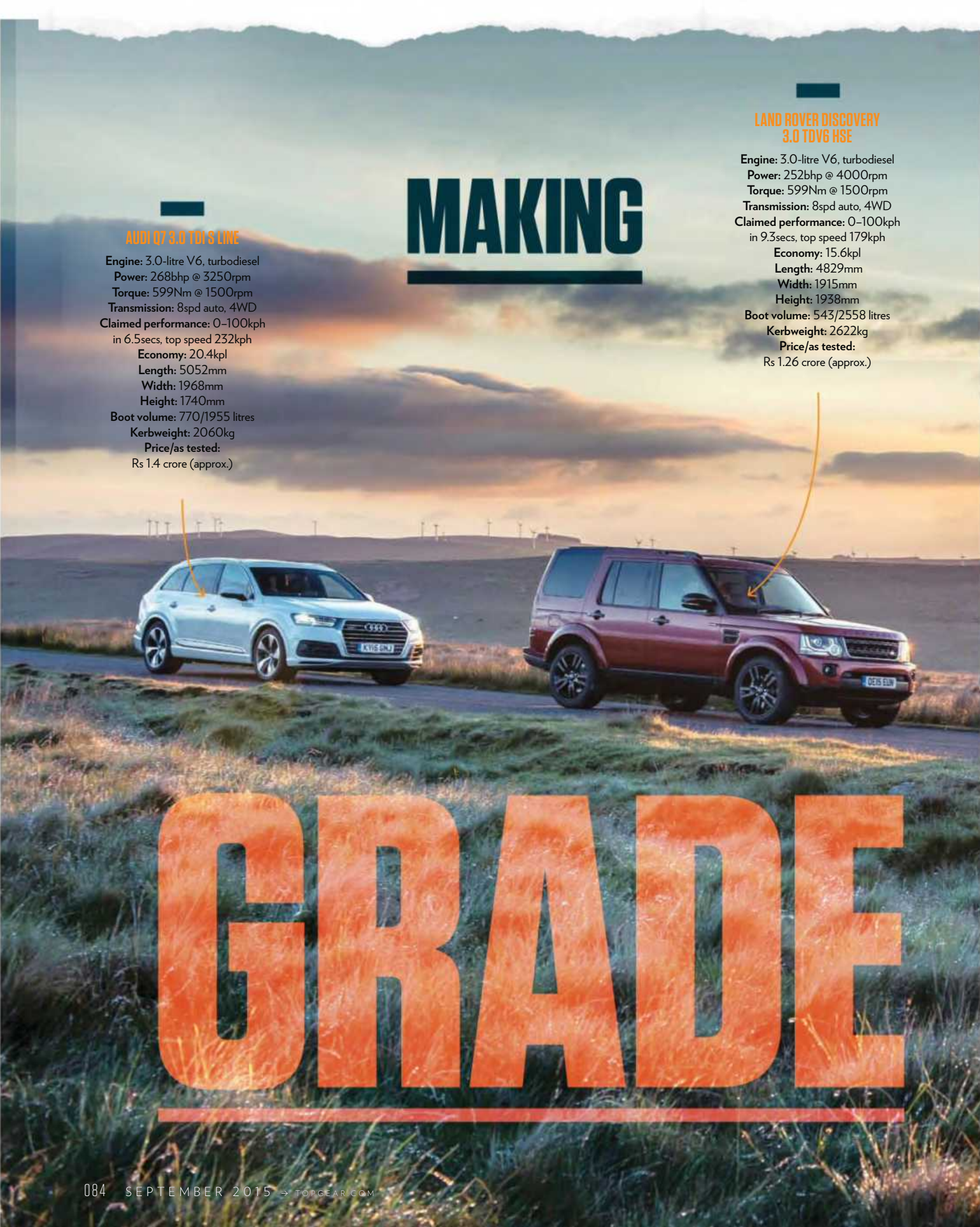
MAKING GRADE

AUDI Q7 3.0 TDI S LINE

Engine: 3.0-litre V6, turbodiesel
Power: 268bhp @ 3250rpm
Torque: 599Nm @ 1500rpm
Transmission: 8spd auto, 4WD
Claimed performance: 0–100kph in 6.5secs, top speed 232kph
Economy: 20.4kpl
Length: 5052mm
Width: 1968mm
Height: 1740mm
Boot volume: 770/1955 litres
Kerbweight: 2060kg
Price/as tested: Rs 1.4 crore (approx.)

LAND ROVER DISCOVERY 3.0 TDV6 HSE

Engine: 3.0-litre V6, turbodiesel
Power: 252bhp @ 4000rpm
Torque: 599Nm @ 1500rpm
Transmission: 8spd auto, 4WD
Claimed performance: 0–100kph in 9.3secs, top speed 179kph
Economy: 15.6kpl
Length: 4829mm
Width: 1915mm
Height: 1938mm
Boot volume: 543/2558 litres
Kerbweight: 2622kg
Price/as tested: Rs 1.26 crore (approx.)



THE

VOLVO XC90 D5 INSCRIPTION

Engine: 2.0-litre 4cyl, turbodiesel
Power: 222bhp @ 4250rpm
Torque: 469Nm @ 1750–2500rpm
Transmission: 8spd auto, 4WD
Claimed performance: 0–100kph in 7.8secs, top speed 219.2kph
Economy: 20.7kpl
Length: 4950mm
Width: 2008mm
Height: 1775mm
Boot volume: 775/1951 litres
Kerbweight: 2038kg
Price/as tested: Rs 1.2 crore (approx.)

The all-new Volvo XC90 and Audi Q7 have arrived to challenge the Disco's supremacy. We make an early start on the schoolrun...

WORDS: **OLLIE MARRIAGE** / PHOTOGRAPHY: **ROWAN HORNCASTLE**

We may be deep in the heart of Wales, but the Discovery is the only car we bother doing any off-road stuff with. After all, who buys an SUV for its off-roading ability? Only people with a penchant for those khaki vests with all the pockets, as far as I can work out. However, if you genuinely are a green-laner, horsebox-towist or adventure-traveller and those activities are your absolute priority, buy the Land Rover Discovery. That's it, end of story, read no further. Ladies and gentlemen of an outdoorsy persuasion, you have your winner.

But we all know that most Discovery owners have never so much as twiddled the Terrain Response dial beyond grass/gravel/snow. Because it's not what matters to them. What they like is the reassurance that only mass and height can bring. They want a big, safe car because the lives of the people they care about are at stake (and yes, I do appreciate the irony of buying an inherently less stable car for safety reasons). SUVs are where you put the things you want to keep safe and out of harm's way. Precious stuff like kids and dogs and other breakables. They're automotive bubble wrap, secure transportation cells for concerned parents.

Volvo makes safe cars. We all know that because it's been ramming it down our throats for years. But even Swedish safety wasn't cool until the XC90 came along. Think about all those 440s and 740s: driven by crash test dummies in adverts, beloved by the antique-moving masses. No one without a tweed affliction would be seen dead in one. Even the 850 T5 didn't manage to upset the balance quite enough.

Then, back in 2002, the XC90 arrived and overnight Volvo became a different company. Here was a car with all the people-carrier smarts of a Renault Espace, but built into an SUV, a car that people actually wanted to be seen in. And by Volvo, too, so you knew your bairns would be safe. That's basically the holy trinity for families.

It was by no means the first seven-seat off-roader, but it was the best executed. Well-heeled buyers flocked to its banner, and no one cared that it was a pudding in corners and couldn't pull the skin off one in a straight line. So Volvo sat back, raked in the profits and, every so often, gave the car a gentle tweak. It kept this up for 13 years. Still basically the same car, still selling well.

And now a new one. And it turns out Volvo wasn't wasting those years. Everything is new.

"IF YOU GENUINELY ARE A GREEN-LANER, BUY THE DISCOVERY"

New chassis (which will go on to underpin all new mid-size and upwards Volvos), new engines (both petrol and diesel use a common engine block), boron steel safety cell, and "the most comprehensive and technologically sophisticated standard safety package available in the automotive industry". It may be only a fraction bigger, but it's a lot cleverer.

The Audi Q7 used to be one of those slightly objectionable SUVs that the Germans built simply because they needed something in this sector, knew it would sell on the strength of its badge, and didn't have the willingness (or maybe ability) to give it the capabilities of the Discovery or the packaging of the XC90.

This is the new one. You can tell because it now looks like an estate car. It, too, is built on a flexible new platform that will underpin everything from the Audi A4 to the Bentley ➤

On the road, Audi leads the way. It rides so calmly and quietly

Disco only one with a split tailgate. Volvo has the best load bay

How to make big cars look small: go to the Elan Valley, stand back

"HOW THE XC90'S ENGINEERS HAVE MADE SOMETHING THIS BIG DRIVE SO WELL IS IMPRESSIVE"

Audi rolls more than Volvo, but has low centre of gravity

Three SUVs cope well with the mountain road to Aberystwyth

Bentayga, contains elements of the Audi TT's technology and interior design, claims to have lost 300kg and comes across as a much more tightly knit and thoughtfully conceived product. A brave one, too, given its roofline is a whopping 200mm nearer the ground than the Disco's.

Ah yes, the Discovery itself: 2.6 tonnes (or thereabouts – it seems almost rude to ask) of pedigree off-roader with a rugged family car attached. A new one is coming – should be here before the end of the year, in fact – but in the meantime, this is still the familiar 3.0-litre diesel version of Land Rover's phenomenally successful block of flats.

The Audi's also stoked along by a 3.0-litre diesel, but in line with Volvo's forward-thinking policy, the XC90 can call on the support of only two litres and four cylinders. That's the biggest capacity Volvo will offer. I know, I was surprised too. And then staggered. Because it's hard to believe only two litres can have this much effect on two tonnes.

Relatively speaking, the XC90 is perky and responsive, and has a turn of pace far beyond anything the old one was capable of. Far beyond the Discovery, too. There's less inertia in the engine so it pretty much matches the Q7 for initial reaction, just doesn't have the continuing in-gear pace. At low speeds it's detectably a four-cylinder, the cultured smoothness of its rivals notable for its absence, but once up and running? No complaints. Well, it would be nice if the gearbox was a bit more alert – the Audi's is more polished. In fact, the whole Audi driving experience is very well sorted. The lowering of the car seems to be a physical as well as visual trick – the centre of gravity appears to have dropped, so the Q7 moves easily and reassuringly. The steering is light, it gets about smoothly and moves with reasonable grace. It might roll a bit, but not nearly so much as the Disco, and any movements are progressive and well controlled. And it rides with real panache, soft and cosseting with not a trace of external noise.

Both the Q7 and the Disco come with air suspension as standard. On the Volvo it's an expensive option. You must have it. Must. I drove three separate XC90s, and on standard suspension it's just too busy. Too much road noise, rather wriggly and restless at low speeds and generally not as refined, silent and comfortable as either the Audi or the Land Rover. Bit of a miss. Adding air suspension makes a decent difference, but is not transformative. It still feels a little grumbly in comparison with the Q7. The flip side of this is that the XC90 handles well. No, it's not something that should prick the senses of driving enthusiasts, but how Volvo has made something this big drive with such ease and dexterity is impressive. Turn the small- ➤

XC90's cabin is lovely, but not as well organised as the Q7's

The only one you'd ever bother taking off-road. Awesome in the rough

7UP

You can carry seven full-size adults in all of these cars, so nearly a whole scrum can jump in to go to watch cricket at Wankhede. However, in both the Audi (right) and Land Rover (left), the middle row has to be awkwardly tumbled forward to gain access to the back, and the Audi's seats are rather firm and flat. The rear row may be electrically operated, but it's the least spacious. All have sliding middle-row seats, and, when folded, the Disco's push down closer to the floor to maximise load space. Despite that, it's the Volvo (middle) that delivers the most passenger space and best features.

Burly Disco leads down the hill to Rhayader, daintier rivals following

"A DECENT FAMILY SUV COSTS A HILL OF MONEY THESE DAYS"

Yep, that's some bodyroll. Disco not a fan of hard corners

diameter steering wheel and the XC90 responds promptly and corners flatly. It's easy to place on the road, it demands no compromise, no amendment of driving style. It's the widest car here, yet feels the smallest and most wieldy. It's so good-natured – schoolrun mums are going to love it.

Or will they? What the XC90 doesn't have is the same air of unstoppable progress as the Discovery. It feels less massive and substantial, and so arguably less reassuring. There's a lovely cadence and pace to the Disco. There's no sense of rush; it's a very unhurried car. And an unhurriable one. The steering is heavy and the whole car rather cumbersome. But sat up this high, you feel so well protected from the world outside and there's a thickness to the driving experience that's a direct result of the weight involved. It gives the Discovery momentum and helps make the ride silent and soothing. Inside, though, the Disco has now badly lost ground to its rivals. Well, that's if you view the utilitarian vibe as a bad thing. Drinks will be spilled in these cars, there will be mud, and sandwich crusts and apple cores will be rediscovered years later. You won't mind in the Discovery. You will in the others. They look and feel pretty in comparison.

As the driver, you'll like the Audi best. I know, not the Volvo despite its portrait centre screen. It's touchscreen only, which means the screen smears and you're forever jabbing the wrong buttons. It's still comfortably the best touchscreen I've ever used, but the Audi is a real step on as well, with its touchpad control and copycat TT configurable dash screen. Both are lovely things with great driving positions, fabulous seats and a frankly pointless range of micro-control over every aspect of their systems.

It's the Volvo's ambience that gives it a marginal edge. Where the Disco is rugged and plasticky and the Audi is self-consciously stylish, the Volvo generates a real sense of wellbeing. It's just fresher and more soothing for the soul.

And so well designed and packaged where it counts. Here's the difference between them all. The Audi's rearmost seats flip up and down electrically. It's standard on S line versions. The Disco's are a fiddle, with lots of levers and all the mechanisms exposed ready to pinch fingers. The XC90? Sublime. Beautifully thought out single-lever adjustments. It's the only one with a tilt/slide middle row to aid access to the back, where the headrests flip down automatically and where seat comfort has been thought about in all seven perches. You might not notice all this initially, but I guarantee you'll come to appreciate it.

It's not like Audi has merely gone through the motions with its seat design – it's better than that, but the rear row is dark and cramped, and it doesn't make you coo with wonder at the little things like the Volvo does. The Discovery is good – light and spacious with cleverly tiered rows, but it's all a bit clunky to operate.

The Disco also has easily the biggest boot on paper, but that's because it has the highest ceiling. It's the Volvo that has the widest and deepest load space. With all three rows up, it has very nearly twice the boot depth of the Disco. It's so well packaged. One thing bugs me, though. For weight and cost reasons, Volvo has done away with the split tailgate. Yes, the flip-down part makes it more awkward to reach the back of the boot, but they're so useful for sitting toddlers on, having impromptu picnics or aiding loading without scratching the back bumper.

The Audi is by no means cramped or impractical, either . It actually runs the XC90 close in the safety stakes. Where Volvo has IntelliSafe, Audi has Pre-Sense. Both are systems that can spot hazards and intervene, plus, of course, there are the usual array of lane-keep, radar cruise and blind-spot warning technologies to keep you on the straight and narrow. Being half a tonne lighter, both Q7 and XC90 are also a good deal more economical than the Disco, which managed about 11.5kpl over 900km and three days, while the Audi hovered around the 14.3kpl mark and the Volvo 14.4kpl.

None is a cheap car. The popularity of the class has enabled the manufacturers to charge more, but then these are probably the ultimate family cars, the best, most comfortable and safest way of ferrying those you care about. It takes a long time for my thoughts to crystallise on this test.

All the cars do a very good job and do it individually enough to make them all the best choice here depending on what your priorities are. Take the Q7. It's a much better car than I expected, is the best to drive and has that lovely driving environment. The XC90 hits the nail on the head for families, but even with air suspension, its ride and refinement mean that it's not quite as outstanding as I'd hoped.

And if we go back to where we came in, you have the unstoppable Disco. Quite honestly, I'd be happy with any of them, and ideally you'd want an amalgam, but for me the Q7 falls first as its greatest strengths aren't in the conventional family SUV areas. The Disco is out next. I still adore it for its astonishing range of capabilities, but the XC90 feels cleverer, fresher, better packaged and more innovative. Winner, by a hair's breadth. TG

Mahindra

THE LEGEND LIVES ON

Mahindra's true-blue off-roader gets even more off-roady, with a cabin that no longer reminds you of the company's farm machinery

Words: **AGASTI KAULGI**
Photography: **PARAG PARELKAR**

In a country like ours, where the state of roads in even the biggest metros is pitiful, that of B-roads outside city limits even worse, and accessibility to villages is a concern, there are very few hardcore off-roaders on sale. If you have to access a farm plot in your village or you wish to visit a coffee plantation, the only way to get there is by hitting 4WD mode in a 'jeep' and powering through the mucky ditches.

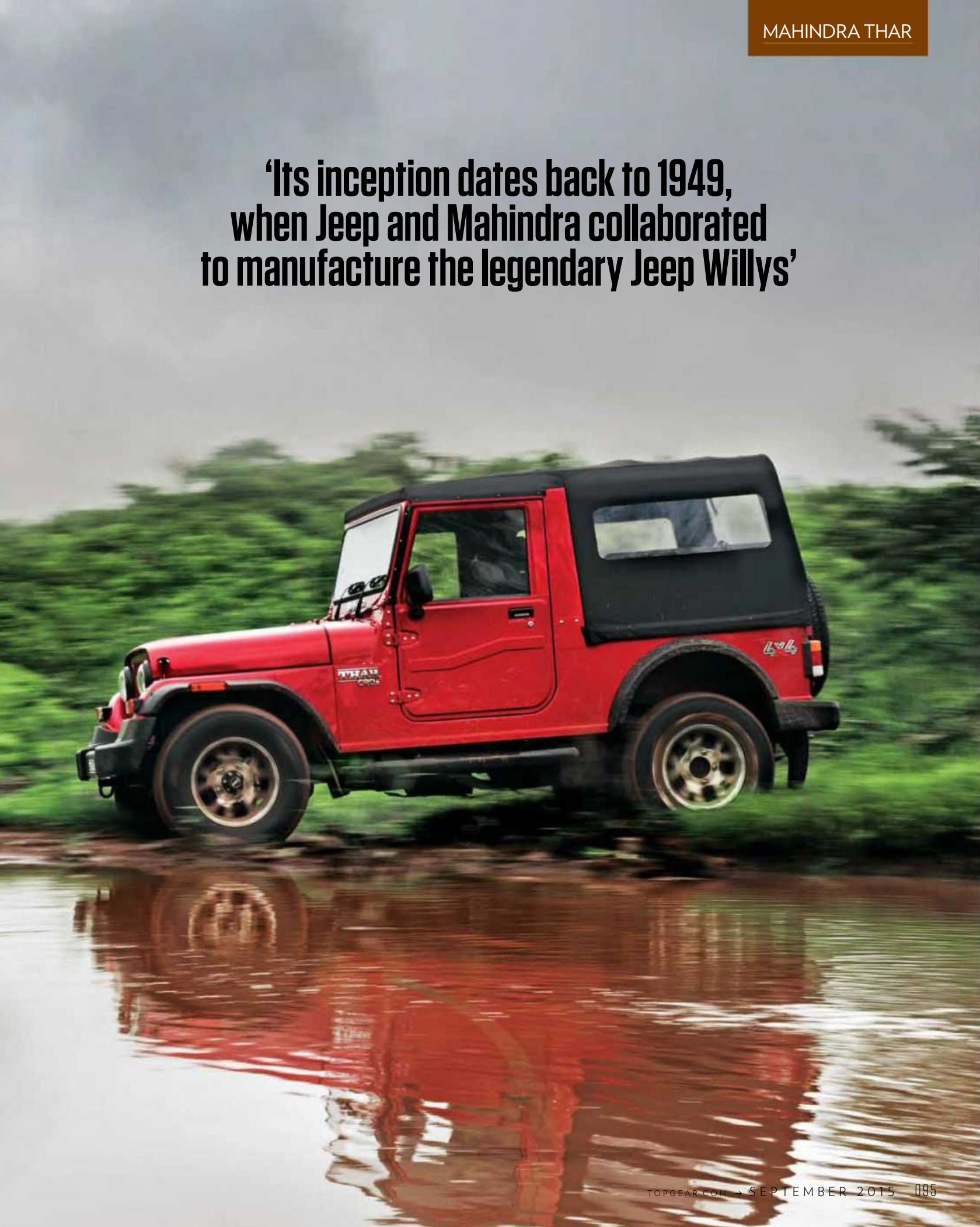
There are currently only three vehicles in the market that you can do all this in – the Mahindra Thar, the Force Gurkha and the Maruti Gypsy. Force has been trying hard to get the Gurkha to pass BS IV norms; the Gypsy comes only with a petrol engine, so for city-dwellers, the only choice is the Thar – it's BS IV-compliant, and runs on the cheaper, stickier fuel. Sounds like a winner? I've not even started yet.

The Thar has been around for five years. It looks like a hardcore off-roader is supposed to look. It carries over Jeep's and Mahindra's legacy. In fact, its inception dates back to 1949, when the two companies collaborated to manufacture the legendary Jeep Willys.

One thing that the Thar gives you in spades is ruggedness. No matter how badly you treat it, it will still work (but not without making a few horrible noises). Since 2010, it's got most of the off-road hardware that it needs to get out of serious trouble. It can get over waist-high rocks, wade through three feet of water and get past a muck patch that's deep enough to swallow up the entire wheel. Shift to 4WD Low, engage first gear, modulate the throttle and calmly find your way through almost anything. And when I say anything, I mean *anything*. ➤

Axles articulate to unimaginable angles to help clamber over rocks

'Its inception dates back to 1949, when Jeep and Mahindra collaborated to manufacture the legendary Jeep Willys'



'Once the diff detects that one of the rear wheels has very little traction, it locks, and sends power to the wheel with more traction'

Far more sophisticated than before. This is about as luxurious as a Thar gets

Wheel articulation is immense, there's enough travel in the suspension and the oil-burner under the hood has ample go to pull the car out of sand or muck. But, if one of the rear wheels had less traction, the open differential would send the power to it, causing it to spin aimlessly, leaving you stranded. A solution to that has come in the form of a mechanical locking diff. Thank god for that. Because, one, electronically-locking differentials aren't as rugged as mechanical ones, and two, Mahindra isn't very good at making reliable electronic bits for its cars.

Once the diff detects that one of the rear wheels has very little traction, it locks, and sends power to the wheel with more traction. Thus, it utilises the power in a smart way, and ensures that your face doesn't turn red in shame once you've beached a capable off-roader like the Thar. With this addition, the Thar is now arguably the best off-roader that you can buy in our metros.

Apart from the scary noises it used to make, the Thar had another big flaw: the cabin. The guys at Mahindra designing the cabin took the whole rugged thing a bit too seriously. It was horrendous. Pardon the harsh words, but that's what it was. It reminded me of something that belongs on a farm. Hard plastics, nothing in the way of design, and ergonomics was an alien term.

The pedals and the driver's seat had a noticeable offset, making long drives uncomfortable. That has been addressed now. The all-black, hard plastic dashboard has made way for a more sophisticated one... relatively speaking. It will remind you of the Bolero's dash, as will the ORVMs. Now, you also get all-direction AC vents, a slot to install a music system, a 12V charging point and yes, the plastics are dual-tone. The seats, too, have been exchanged for bigger, more comfortable ones borrowed from the last-gen Scorpio.

There are still a few niggles that should have been looked at. The gear knob touches the hand brake when you engage second while the hand brake is pulled, and the knob hits the seat when you slot into reverse. Little things, you see, that wouldn't need a lot to fix, haven't been taken care of.

With this upgrade, the Thar also gets a few alterations on the outside. The canopy is redesigned, the bumpers are now plastic ➤

SPECS

MAHINDRA THAR

7/10

ENGINE: 2498cc, 4cyl, turbodiesel **POWER:** 105bhp at 3800rpm
TORQUE: 247Nm at 1800-2000Nm **TRANSMISSION:** 5M, 4WD
APPROACH ANGLE: 44 degree **DEPARTURE ANGLE:** 27 degree
LXWXH: 3920x1726x1930mm **CITY:** 8.5 kpl **HIGHWAY:** 11 kpl
PRICE: Rs 9.78 lakh (on-road, Mumbai)

PROS: Off-road capability, ruggedness
CONS: Lack of sophistication, ergonomics, crudeness
BOTTOMLINE: A wilder beast off the road with a plusher cabin and more comfortable seats

'Ample pulling power is available at low RPMs, which is a crucial thing for an off-roader'

to help the Thar pass new safety norms, and the face, too, has been tweaked.

Coming to things that haven't changed in the Thar. The engine. It's still the same 2.5-litre turbo diesel unit that churns out 105bhp and 247Nm of spin. It's noisy, yes, but perfectly suited to the job. Ample pulling power is available at low RPMs, which is a crucial thing for an off-roader. It's mated to a five-speed gearbox that's complemented by a low-range transfer case to give the Thar a degree of flexibility: it'll be at home on the highway, as well as on slushy, rocky terrain.

I did say the Thar is 'arguably' the best off-roader, but when it comes to driving on the road to get to that off-road place, I'm quite sure that it beats its rivals. It drives straight (fairly) when you want it to, touches three-digit speeds with ease and doesn't feel like it's going to automatically steer into a tree while doing those speeds. I see this Thar CRDe as a toy that'll be used on weekends when you'd like to venture into the wilderness. An everyday car? Not really. If you're stubborn about using it every day, make sure that you have just one passenger with you. If you have more, be ready to be hated by them for making them sit on the side-facing seats at the back.

It's not a cheap toy, this. When it first made it to the showrooms, it cost ₹6.35 lakh (ex-showroom, Mumbai). After five years of inflation, a new fancy dashboard and a locking diff, the price has ballooned to ₹8.03 lakh (ex-showroom, Mumbai, without octroi). That comes up to ₹9.78 lakh on-road. That's a lot for a toy, no? But hold on. It's got a factory-fitted AC now, and the canopy doesn't leak in the rain anymore.

But anyway, if you mind getting drenched and like a cabin that cocoons you from the elements, this is not the car for you. It's for people who like to be covered in grime. Here, the car won't suit you. You have to suit the car. The question is, do you? TG

THE ANCESTORS

CJ3B – Born in 1953, it's an iteration of the Jeep Willys. It was the first car that Mahindra assembled in India, and helped the military and the other governing bodies shape the country just after independence.

CL340 – Manufactured from 1993 to 2000, the CL340 took the torch from the CJ3B. It was commonly known as the Classic. It was a capable off-roader and is still a favourite among off-road enthusiasts and can be modded to a great extent

MM540 – Quite a few still ply on roads today, used by India Post in rural India and is a household name in the coffee plantations of Tamil Nadu and deserts of Rajasthan. It's the car that handed the reins to the Thar.

RIDE OF MY LIFE

Late last month, with a little help from *TopGear* and Suzuki Motorcycle India, **Nishigandha Sarolkar** became the youngest woman to ride solo to Marsimik La, one of the world's highest passes. This is her story, in her own words.

Photography: **Rohan Dayal**

July 18, 2015: I woke up, as I had done for the last fortnight, very early. By 4:30am, I was pestering our photographer Rohan Dayal, and Ravindra Singh, the technical expert from Suzuki India, to get going. We had to get out by 5:30, I told them. If I had had things my way, I would have left our tent at 4. Spangmik, where we had halted for the night, was some 35km from Marsimik La, which is, at 18,953ft, one of the world's highest motorable passes. I wanted to leave nothing to chance. I had been dreaming about riding to the top of the pass for the last I don't know how many years. It was already bright by the time I thumbed the Suzuki Gixxer's starter button, and I took the rising sun as a good omen.

April 2012: I don't remember exactly when I read this article about Sheetal Bidaye who rode right up to Marsimik La solo, but it must have been about three years ago. Since that day, I have wanted to do something similar. It was a worthy challenge: the youngest woman rider atop Marsimik La. Besides, I was always game for an extended riding session in the Himalayas. And, I started working towards it. Actually, I think I've been working towards it all my life. As a child, I had posters of motorcycles in my bedroom. My father is a riding enthusiast. I learnt to ride when I was 12, on a Kawasaki Bajaj 4S. I bought my first bike when I was in my first year of mechanical engineering. It was a

DL 1S W 8820

'AS A CHILD, I HAD BIKE POSTERS IN MY BEDROOM, AND I LEARNED TO RIDE WHEN I WAS ALL OF 12'

Yamaha FZ, and it is still my ride. I ride it to all kinds of places. I go off-roading on it. My favourite off-roading site is a wicked stretch in Madhe Ghat, near Pune. It's no longer than a few kilometres, but it's positively evil and great fun. I also use the FZ to commute in and around Pune.

June 2014: About a year ago, I almost made it to Marsimik La. I had ridden down all the way from Jammu, and everything looked good. But then, the day before the final approach, the weather screwed things up. It was a case of so near, yet so far. Naturally, I was crestfallen, but I never gave up thinking about Marsimik La, and earlier this year, I got in touch with the guys at *TopGear India*. It took a while for things to materialise, but in early June I was told to prepare for my ride. The plan was to ride from Jammu to Srinagar and from there to Kargil and finally to Leh. It was about a fortnight of riding, with a day for rest and acclimatisation after I reached Leh. I had never ridden a Gixxer before, but I loved it the moment I got astride it. It's compact, refined and handles like a dream, and it's got pretty good go across the rev range. In fact, it's so good — I loved the ergonomics! — it's better than my Yam, and remember, I'm highly biased towards my first bike.

July 15, 2015: Surprisingly, the weather in Jammu and Srinagar, which is usually sultry and humid this time of the year, was cool and pleasant. At the same time, it would rain and get very cold in the evening. I didn't get off to the best of starts. The NH1, from Jammu to Srinagar, was closed due to landslides, so I had to take the Mughal Road via Rajouri. Which, I should hasten to add, is not an easy road to navigate, not only because it's like doing 300km of off-roading — it's that bad — but also because the region is supposed to be a hotbed of militant activity. But I took it anyway. It took me nearly 10 hours to cover 300km, and I was almost always the lone rider on the road. Apart from Army convoys and a few buses and cars, very few vehicles shared the road with me (except, of course, our back-up vehicle, which carried Rohan and Ravindra). But, the people in Jammu & Kashmir were nice, if a bit too curious. A lot of them couldn't comprehend what a girl was doing riding alone. But, I felt safe there. As a woman, I do take precautions on long rides, and I generally feel safe in most parts of India. But, truth be told, I'd be pretty wary of riding around Delhi, or UP and, possibly,

Bad roads, no roads, inclement weather, nothing could faze the 155cc Gixxer

Vidarbha. Sometimes I wonder why people just can't accept the fact that even women can ride bikes, and ride well at that. Gender doesn't make any difference to the passion you have for motorcycles. I generally ignore sexist comments and remarks, but sometimes they come from people you work with — 'You are riding up Marsimik La? Alone?';"Why?";"It will be tough for a woman?" — and you wonder what's wrong with the world. Thankfully, my parents have been totally supportive — my mom does get a bit worried, though — and I don't really care about what the rest of the world thinks. This ride was my way of telling people to shut up.

July 13 to 17: I remember many things about my ride from Jammu to Leh. The sound of gravel under the tyres, the mosques in Kashmir, the cold wind that grazed my nose, the freezing temperatures, especially near Pir ki Gali, the weather that changed in an instant, the ochre mountains, the blindingly blue skies, snow atop the mountains, gushing streams and wet socks and shoes, numb fingers and chapped lips. I've ridden in the mountains before, but each ride up there is different from the previous one. I was also pleasantly surprised at how the Gixxer behaved up there. It performed brilliantly for a 155cc carburetted motorcycle. Yes, Ravindra did tune it every now and then to help it breathe better and he was always there to help each time I was stuck, but I think even if I didn't have technical help around, the Gixxer would have got me through right till the base of Marsimik La. Of course, it's no natural born mountain goat, but someday I'll pick up a Gixxer and

Sarolkar prepped for the ride up to Marsimik La by riding up to Khardung La

make a scrambler out of it. That should rock.

D-Day, July 18, 2015: It's a good thing we got out of Spangmik early. I would later learn that the only vehicle that the Indo-Tibetan Border Police (ITBP) let through to Marsimik La for the day was mine. I had prepared for the final stretch by riding to Khardung La, which is almost as high as the former, the day after I reached Leh. Riding atop mountain passes is always a tricky affair, even if it is a bright, sunny day. You have to contend with treacherous black ice, huge patches of slush, water and the dizzying heights. On reaching the ITBP checkpost at Phobrang, my nervousness intensifed. I was desperately hoping for a go-ahead from the ITBP. The soldiers at the checkpost scrutinised my documents, and that's when one of soldiers – a Maharashtrian – realised we share a common mother tongue. Possibly happy at encountering a member from his own community, he sat me down and heard me out. He appeared excited, too, and within ten minutes, I was cleared for the ride up to the pass, although I was informed that I might encounter more ITBP officers who might want to take a relook at my go-ahead. As fate would have it, the roads were messed up, and an ITBP officer we met a few kilometres into the stretch

'SOMEDAY, I'LL PICK UP A GIXXER AND MAKE A SCRAMBLER OUT OF IT. THAT SHOULD ROCK'

told us that while I could go ahead, the back-up van would have to stay back. I tried to reason with him, but he wouldn't budge. So, with Ravindra and Rohan waiting for me near the checkpost, I rode ahead. About ten minutes later, I started the bike and kept riding to the top. My troubles were not over yet. The road uphill was bad and there was lots of fog, and it got colder as I inched up the pass. Finally, at about 8:30 that morning, after what seemed like hours, I was finally atop Marsimik La. I took off my helmet and cried. Ten minutes later, I hit the road again, towards Tso Kar, Manali, Chandigarh and, eventually, to the Suzuki HQ, in Delhi. But I'll be back again, and I think the Raid de Himalaya next year will be a good reason to head back.

PHOTOGRAPHY: SCORPNEWS

RUMBLE IN THE JUNGLE

A Polaris RZR 800, two set courses, and lots of rain. *TG* gets to see Goa in a whole new light at the 2015 Rainforest Challenge

WORDS: **ABHINAV MISHRA**

I'm plodding through a pool of muck towards some dense undergrowth. My photographer doesn't look very happy. His new white sneakers look like they can be used as props in a Mad Max movie. Dark brown water oozes out of the shoes, and his priceless expression is stuff credit card commercials are made of.

We are in southern Goa for the Rainforest Challenge (RFC) 2015. And the RFC Goa is nothing like the Goa we are used to. It's untamed, intimidating and not for city-slickers. Today is a rest day for RFC participants (the real dudes), who have been slugging it out with nature for the past few days. And, it's the turn of overenthusiastic journalists – such as yours truly – to test our off-roading skills, or the lack of it.

There are two stages for the media challenge: the Special Stage 1 (SS1) and Special Stage 2 (SS2).

The RZR may be a bare-bones vehicle, but it is at home in the harshest of terrain

Helping hands are always welcome at the RFC

'MUCK FLIES AS I POWER OUT OF THE MARSHLAND, HOPING THE RZR DOESN'T GET BOGGED DOWN'

THE VEHICLE

The off-roading vehicle I'm going to compete in has a special place in my heart. The Polaris Ranger RZR 800 might be tiny compared to other hulking off-roaders, but when it comes to tackling off-road courses, there is no challenge the RZR cannot overcome.

This bare-bones off-roader is powered by a 760cc parallel-twin engine that makes around 54bhp. It can do speeds of up to 90kph. That might not sound like much, but it's more than enough to quickly move around in the harshest of terrain.

Driving the RZR is pretty simple, thanks to the automatic transmission. Slot it into 'D' like a regular car, and off you go.

The suspension has a travel of 9 inches up front and 9.5 inches at the back. A ground clearance of 12.5 inches and those 12-inch off-road tyres makes this buggy unstoppable. By now it's clear that this is going to be fun.

ENTER SPECIAL STAGE 1

A Polaris official has just done a hot lap in the RZR 800. His time? 1m30s. That's what I have to beat. Strapped into the driver's seat, I closely watch the marshal start the countdown. At 'Go!' I stab the throttle, and off we go. Muck flies, as I try to throttle my way out of out of the marshland and hope that the RZR 800 does not get bogged down. My navigator is screaming out instructions – or, perhaps, praying for dear life – but I can't make out anything in the commotion. My focus is strictly on the track up ahead.

Soon we are out of the marshland, and enter a small trail in the forest barely wide enough for the RZR to go though. I am steady on the throttle, as I glance around for obstacles. There is a stream crossing, which the RZR flies right past.

By my estimate I am making good time, but, soon enough, I reach a spot where I have to make a three-point turn. The gear lever refuses to shift into

Who won what at the RFC 2015

The second RFC India was as keenly contested as the inaugural edition last year. Over 15 teams competed over seven days across 26 special stages, which were prepared by David Metcalfe of Xtreme 4x4 Sport Australia. And, every team out there was eagerly anticipating – or, dreading, depending on how well-prepared they were (or weren't) – the Twilight Zone. TZ is rated to be the toughest leg of the competition, and none of the teams managed to complete it last year. This year, though, all but one team finished the leg successfully. The winner was Malaysia's Tan Eng Joo, who was driving for Force Motors in, what else, a fully specced Gurkha. Fellow Malaysian Mervyn Lim, also representing Force Motors, came second, while Kabir Waraich and co-driver Yuvraj Tiwana from Gerrari Offroaders Chandigarh finished third and were the top Indians at the RFC.

reverse. My navigator tells me to take it easy, and with one final try I manage to slot in correctly. But wait, its not over yet. In a rush to make up time I slot the gear into Neutral instead of Drive, and the engine revs loudly as we stand still. By now my navi is trying hard to hide his smirk, and I'm thoroughly embarrassed. But, soon we get going again, and it's full throttle all the way to the finishing line. My time, sadly, is 2m20s.

SPECIAL STAGE 2

I am pretty adamant on making up time on SS2. The circuit is pretty simple, with the tricky bits being the steep 37-degree descent where we start. At the end of the descent, I have to encounter a U-turn followed by a 50-metre straight, and then it's a hard right into a fast slalom. The time to beat is one minute, and the trick, I figure, is not so much about being fast as it is about taking the turns in one shot. This time around, I don't make a dash for it. Instead, I gently step on the accelerator and roll down the steep descent. My concentration is on the hairpin turn up ahead. And, since I'm familiar with how the vehicle behaves by now, I tackle the U-turn in one go. Without wasting much time I step on the accelerator and dash across the straight into the hard right and then tackle the slalom. But I misjudge the U, so I have to kiss that one-minute time goodbye. A quick reverse solves the problem. But, it's not good enough in the final reckoning. My time is a pretty OK 1m22s.

THE RESULT

On SS 1, a fellow journalist trashed my lap time, and I had to settle for 6th overall out of 11. SS2 was much better, with my standing improving to 3rd place. But it wasn't good enough, with my overall standing dropping to 7th. So, yes, there were no prizes, but then the time spent behind the wheel of the RZR 800 was a reward in itself.

CLUB CULTURE

10 off-roader clubs. 30 muck-hungry Mahindras. Rivalry knew no bounds at the Club Challenge

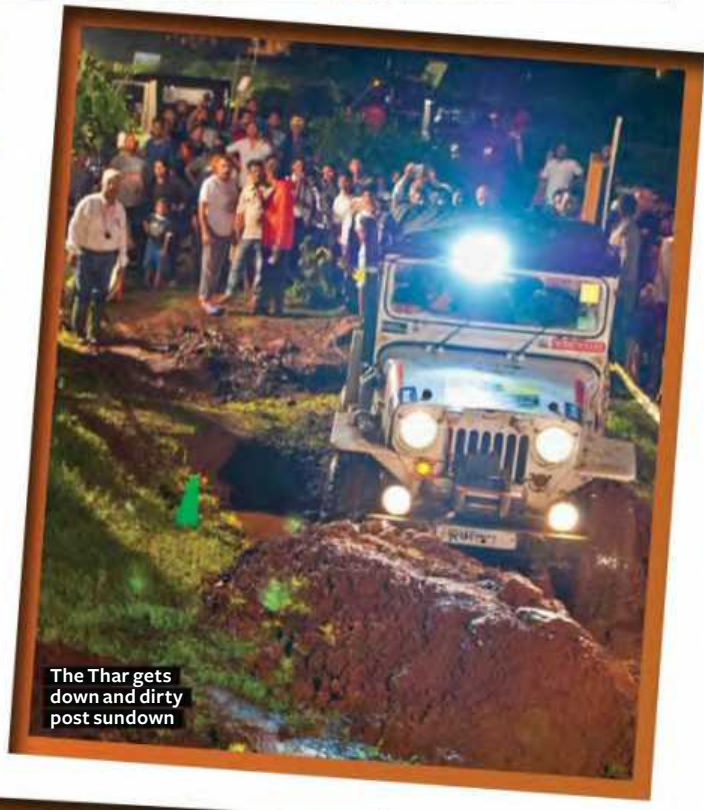
WORDS: **AGASTI KAULGI** PHOTOGRAPHY: **DEBABRATA SARKAR**

They say off-roading enthusiasts are a tightly-knit clan. One off-roader will go out of his way if he sees another off-roader in a mess. There's an unofficial bro code between people who drive jeeps in and around muck and rocks. They respect each other's skills and machines. Or, at least that's what they claim.

Just to test how strong this bro code is, Mahindra Adventure organised an event for which it invited 10 off-road clubs from across the country to compete against each other in rain-soaked Goa. 10 clubs with three cars each – one stock, one mildly modified and one balls-out monster built to overcome serious obstacles. What were we doing there? Sitting and watching the rest have a ball? Of course not. We were the eleventh club – a group of journalists from various publications – not exactly competing, but trying to complete all the stages.

Reducing pressures to 20psi for a wider footprint

If you see a track that's made for luxury off-roaders to go through, you'll find mild articulation tracks, inclines, declines and small rocks to give it a grungy feel. Here, Mahindra had prepared a serious track. The trenches were scarily deep, the steep slopes had even hardcore off-roaders worried, and if that wasn't enough, Mahindra bought a few cars from the junkyard and asked the clubs to drive their dirt-busters over them.



The Thar gets down and dirty post sundown

The challenges were designed to not only test the off-road cred of the cars, the effectiveness of the mods, or the drivers' skills, but also team work, coordination and the trust level between team mates.

Day 1: Seven in the evening. Day light is receding, the cars have been prepped, the drivers are ready with their helmets, and the spotters, in their gum boots, are planning the perfect approach and exit through the obstacle course. The rain gods have decided to make the track trickier. And, we, have been introduced to our cars – three Thars from Mahindra's fleet. One is stock, fitted with off-road

"Your wheel's dipping into the Sumo's cabin". You don't get to hear that often

'THIS ISN'T ABOUT BRUTE FORCE, IT'S ABOUT STRATEGY AND SKILL'

tyres. The second one sports off-road tyres and raised suspension. The third one is the Super Thar, which was built to compete in the Desert Storm. It won the event once, and was the first runner-up in the second edition. It's not exactly the ideal machine for the job at hand today. It's meant to go fast, really fast over gravel and through other rally stages. The suspension travel isn't all that great, the wheels don't articulate to a great extent and it has no tools on board to help it get back on its feet if things get out of hand.

Darkness has made it even more difficult to manoeuvre the Thars through the track, and the stages have become far more difficult than the organisers had wanted them to be. So difficult, in fact, it is almost impossible for even the fully-modified Mahindras piloted by the most skilful off-roaders to pass these stages.

Day 2: The sun is shining bright. Things have dried up, and the umbrellas that were used last evening to keep the rain at bay are now being used to block the blinding sunlight. Today's course isn't about using brute force. It's about planning, being calm and trusting your team mates.

In this stage, the competitors need to drive over scrapped cars, while the rest of the team has to place ladders under the wheels to distribute the weight of the car over a larger surface area so the wheels don't sink in. Two spotters are required on either side of the car to help the driver stick to the best line.

In such stages, you watch and learn from the clubs that attempt the obstacle before you. The first makes a mistake that the others learn from. But the guys from the first few clubs were giving tips to the others to keep them safe, despite being rivals. Mahindra had also designed a few obstacles that needed only basic off-roading skills for the drivers, but the sync between the team members was crucial to get through the course.

In the end, B.O.D.A, a team from Bangalore, won the competition, and took home a cheque worth Rs 2 lakh. For them, team work paid rich dividends. But the sort of sportsmanship that's lacking in most other sports was seen all through the event. The great were congratulated and the not-so-great learned stuff. We were among the latter. TG

OFF-ROADING ESSENTIALS

Going off-roading? Here's a checklist that will help you go all the way

WORDS: **CHRISTOPHER CHAVES**

From having the right set of tyres to topping up oils and other fluids, ensure that your car is in top running order.

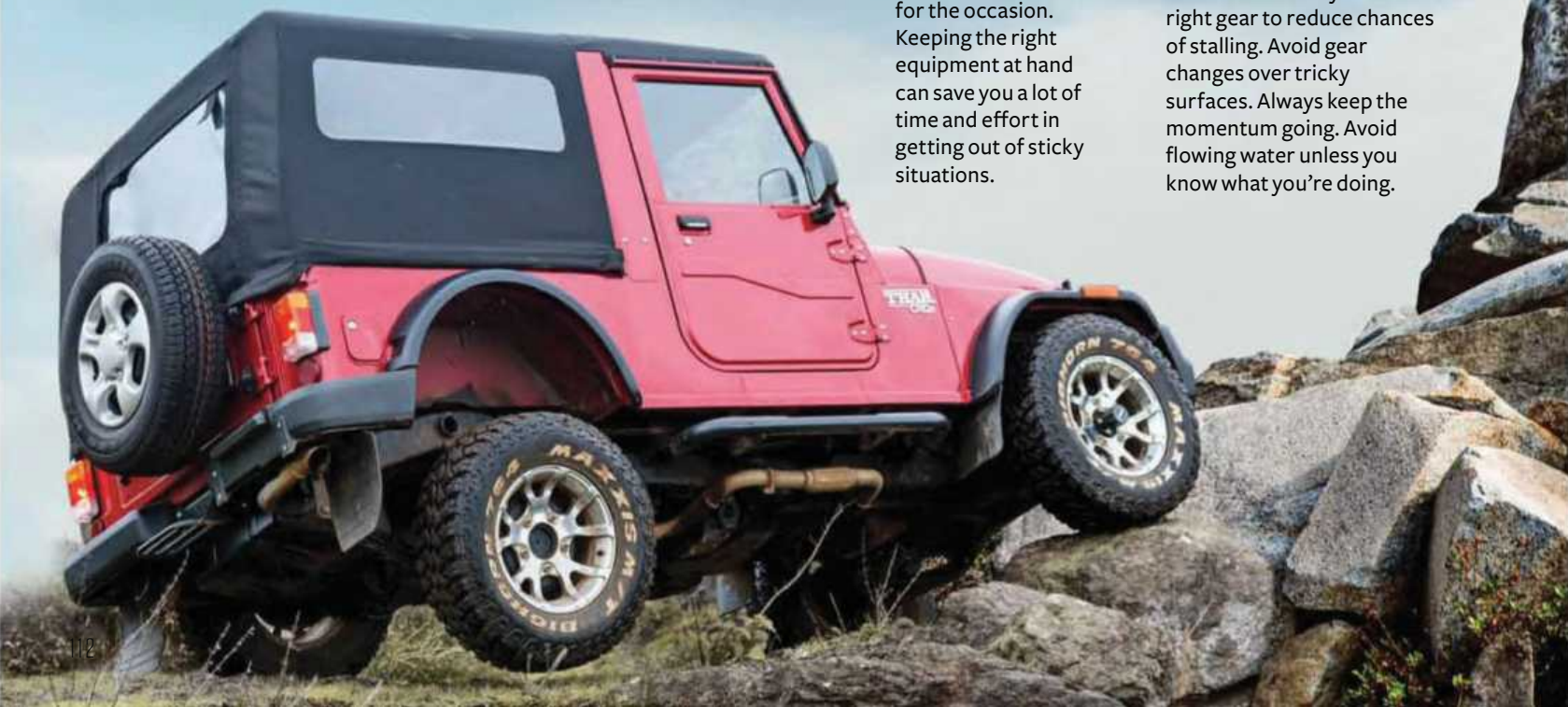
Let people know about your trip. You don't want to be stranded in no man's land with nobody knowing where you've gone, or when you're expected to return.

Don't venture out alone. Take friends along. There will be instances when you may need another vehicle to tow, or winch you out. At times, visibility will be limited and it helps to have somebody positioned outside the vehicle to guide you past, or around obstacles.

Do a recce. Over surfaces such as sand, mud, or snow, it is advisable to physically walk through the path you plan to drive through, and identify areas where you will get maximum traction. Check the approach and exit angles over rocky terrain so your vehicle gets through without leaving bits of itself behind. When crossing a water body, check the wading depth of your vehicle and assess if it will be able to clear the obstacle.

Wear the right gear, carry the right equipment. Wear clothes and shoes fit for the occasion. Keeping the right equipment at hand can save you a lot of time and effort in getting out of sticky situations.

Keep both hands on the wheel at all times. Reducing tyre pressure increases the surface area, and adds traction. Drive slow as you want to avoid wheelspin, and fast if necessary. Consider the impact your vehicle will have on the environment. Stay in the right gear to reduce chances of stalling. Avoid gear changes over tricky surfaces. Always keep the momentum going. Avoid flowing water unless you know what you're doing.



GARAGE

TOPGEAR'S LONG-TERM CARS. TESTED AND VERIFIED

FIAT PUNTO EVO

Doughty Italian

REPORT 3

Spec: 1248cc, 4cyl, 75bhp, 200Nm, 5M; **Price:** ₹7.04 lakh (ex-showroom Mumbai); **Test kpl:** 17; **Total mileage:** 14,333km; **Driver:** Abhinav Mishra; **Why it's here:** To see if Italian styling will get buyers to flock to Fiat's showrooms

Last month a friend called me up, and asked me to head to Goa for the weekend. The plan was to celebrate a birthday bash of a common friend. It seemed a good way to make use of the weekend. I could have bought air tickets and hopped onto a flight, but I had other plans. And, this involved my long-termer, the doughty Fiat Punto Evo.

The plan was to finish work by 5pm, reach Kolhapur, halfway between Mumbai and Goa, by next morning. It didn't feel like much of a plan when my friends and I saw that the freeway was clogged with cars, cars and more cars, but we went ahead nonetheless.

Our luggage – three or four backpacks, a small rucksack and one large holdall – was a snug fit, and I'm hoping Fiat utilises space better in the next generation Punto.

IN DETAIL

Luggage snug fit; wish boot was larger

Once the traffic jams cleared, we put as much pedal as we could put to metal, and the Punto averaged around 90kph. The Punto is pretty nice to drive on the highways, but I think it could have done with a sixth gear, which would have blessed it with better cruising abilities.

It rained a fair bit, and the nights were wonderfully dark, but, thankfully, the car has powerful headlights (and front fog lamps), which delivered good visibility and helped us keep a steady pace even during heavy downpours.

The Punto also has rear fog lights that make it more visible from the rear.

The drive to Kolhapur was uneventful, and after catching up on some much needed sleep, we hit the road once again. This time, we ditched the four-lane NH4 for State Highway 54. The roads here were empty, and sharper and narrower, but the Punto took everything in its stride. In fact, the car feels right at home on winding roads. And, it handles bad roads pretty well too.

The monsoon had made a mess of the state highway, but the Punto rode roughshod over them. This is one attribute that has impressed me from the start; Fiat's engineers have struck a fine balance between ride and handling.

This playful but composed nature of the car is what, fundamentally, makes people fall in love with it.

As we entered Goa, I stopped for a refill and even though I was pushing the Punto, it returned an admirable efficiency figure of 17.4kpl. We ended up having a lot of fun in Goa, and it's always fun to sit back and watch the rain when you are on holiday. But I also loved the drive that took us there. What is it that they say about the journey being the destination?

GARAGE LOGBOOK
FIAT PUNTO EVO

- Ride and handling still one of the best in the segment
- Refreshed interior looks good
- Boot space limited
- Lack of cubbyholes

MILEAGE AND KPL THIS MONTH

km 1387 | 17

MAHINDRA GUSTO

Just for kicks

As it turns out, taking the Gusto out for a ride through Mumbai's flooded streets recently wasn't such a bright idea after all. The push-button start doesn't function anymore, and I have to kick-start her to get going every time. It's a bit of an inconvenience at times, especially if I have to turn the scooter off and back on again at a long signal. But, thankfully, a kick or two is all that is needed to fire her up. Now, what I did find convenient apart from the adjustable seat height setting on the Gusto is the step in the seat's hinge that keeps it upright on its own once it is opened. You need to apply a bit of pressure to get it back to its horizontal, resting position, but that's OK, I suppose. Of course, it's not a major feature, but it comes in very handy when filling fuel, or when you are tucking the helmet into the storage bin. No other scooter manufacturer out there has thought of something like this. The Gusto is due for a service soon, and we'll keep you posted on how that went.

Report 5

Spec: 1cyl, 110cc, 8bhp, 8Nm; **Price:** ₹62,000 (on-road, Mumbai); **Test kpl:** 40; **Total mileage:** 1,056km; **Driver:** Christopher Chaves; **Why it's here:** To see how M&M's scoot performs in the automatic scooter segment

TATA BOLT

Comfort zone

REPORT 3

Spec: 4cyl, 1193cc, 5M, 89bhp, 140Nm; **Price:** ₹7.54 Lakh (on-road Mumbai); **Test kpl:** 9.7; **Total mileage:** 6,627km; **Driver:** Girish Karkera; **Why it's here:** To see if the Bolt is a true next-gen Tata warrior

Horizonext, Tata Motors' new marketing campaign, seems to be a fair representation of its new offerings – Zest, Bolt and now, the Nano. Sure, one could keep a pinch of salt handy, but these cars have come a long way from what their 'predecessors' were. You could argue that both the Zest and Bolt are considered all-new cars, but they do possess, in one way or the other, older Tata attributes. Don't get me wrong, it's not necessarily a bad thing.

This is the third month for the Bolt in our Garage, and most of us here like it. Why? It's simple. It makes total sense as an everyday car. Last month, Chris spoke about the immense space inside, and you cannot argue with that when it comes to the Bolt. It was the same with the Vista, and that's a good thing that has been carried over.

The Bolt's cabin is fairly fresh, and plastic touch and feel is quite upmarket. Yes, this is not a cheap car and, thankfully, Tata hasn't cut corners on this front. The car's spacious and well-laid out interiors are only let down by lack of variety in the cubbyholes and the front seats. I know, Tata prides itself on the new seats and their 'rugby shoulder' design. Cushioning is great and so is the angle, and the seats strike a nice balance between being accommodating and body-hugging, but the under-thigh portion could have been better proportioned and angled. The way it is now, if feels as if it ends a bit abruptly.

IN DETAIL

If you are a passenger in this car, head to the rear seat, not this one

The Bolt is a comfortable drive. The new 1.2 Revotron petrol engine is a punchy little unit. It's a bit noisy when revved high, but is mostly quiet otherwise and very few vibrations enter the cabin. This is very unlike Tata engines of the early years. The driving modes are a cool touch, but we always end up driving in Sport. And, that's not surprising because the car is quite peppy. Being turbocharged helps this unit's cause, but the drive is a bit jerky at slow speeds, and the power seems to flow in fits and starts rather than linearly. The 5-speed manual box has positive throws, but feels less refined in the way the gears mesh.

On an open stretch of road, the Bolt is a comfortable ride. There is enough power, and the spacious and quiet cabin helps. It isn't flawless but in the end you do not mind getting inside one regularly. And that also holds true for passengers.

GARAGE LOGBOOK
TATA BOLT XT

- Revotron unit pretty refined
- Comfortable and pleasantly appointed cabin
- Backseat aces front seats when it comes to comfort

MILEAGE AND KPL THIS MONTH
km 1 4 7 | 9.7

YOU KNOW HOW IT IS: THERE'S ALWAYS SOME KIND OF TEST, BEFORE THEY LET YOU INTO THE GANG.

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VW POLO TDI

Built to last

I've been huge fan of Volkswagens. They may not be very stylish and neither do they come with a lot of features, but what does matter in the end, or in the long run is how well your car ages over time.

And, in the case of cars with a VW badge, they do age really well. My neighbour owns a Vento that has done over two lakh kilometres in about three years, but it drives like new.

Well, almost. And, that's all down to quality. Another example of VW's exemplary build quality is our long-term Polo. In the last six-odd months, over half a dozen journalists have test-driven it for over 16,000km, but the suspension is none the worse for all that wear. For instance, it does a fantastic job of handling bad roads, and never bottoms out.

In fact, I'd say it has possibly the best suspension among hatchbacks. And that's one of the reasons why our Ed, who is suffering from a persistent back problem, prefers the Polo for the daily commute. I must say he chooses his cars well.

Report 2

Spec: 1498cc, turbo-diesel, 89bhp, 230Nm; **Price:** ₹8.43 lakh; **Test kpl:** 14.5; **Total mileage:** 17,200km; **Driver:** Devesh Shobha; **Why it's here:** To see if the Polo can shine despite intense competition

YAMAHA FZ-S V2.0

Home-bound

REPORT 7

Spec: 1cyl, 150cc, 13bhp, 12.8Nm; **Price:** ₹78,250; **Test kpl:** 45; **Total mileage:** 5600km; **Rider:** Murali K Menon; **Why it's here:** To show that the FZ-S v2.0 is not just a face lift, but a complete overhaul.

I owned a Yamaha RX100 for over five years, and it still remains, quite obviously, among the crispest, most reliable and funnest motorcycles I have ever ridden. Quite naturally, I have a soft spot for Yamahas. I first rode the FZ back in 2010, and was quite impressed with it, especially with the way it handled. My most recent encounter with the FZ-S happened last month, and I did the over-25km office to home run in barely an hour. Thing is the FZ-S v2.0 is a huge improvement over the carburetted model, and you can't help but notice the improved throttle response and the fact that the bike now revs better and quicker. Which, as anyone who spends time riding in the city will tell you, counts for a lot. So, yes, it was fun darting in and out of traffic, and generally riding like I did back when I was in college.

If the new fuel-injected motor is Yamaha's USP for the FZ-S v2.0 – I wonder why it took them so long to get it to India – the rest of the package is, more or less, the same as the earlier FZ's. And, why tinker with something that was fundamentally a brilliant product?

The Yam delivers good bottom-end torque and mid-range power; that fat rear tyre is very reassuring, both around corners and in the rain; it's got a very sorted suspension set-up, which delivers a pliant ride besides blessing the motorcycle with good ride and handling; and the brakes – single disc up front, and drum at the rear – are more than up to the job. We've had the bike for over six months now, and it's done about 5,600km.

It's spent most of its time on the highways with this magazine's two-wheeler editor, who quite literally torture-tests two-wheelers and rides faster than any of his colleagues. But, despite all that it's been put through, the FZ-S v2.0 has held up very well. It's still solid, and I'm yet to encounter any rattles or squeaks (it does, however, seem to have a problem with cold starts.) Is it as good as the Gixxer?

Well, it certainly has more road presence than the Suzuki, is chunkier and, thus, feels better between your thighs. And, while it might lose a one-on-one against the Gixxer, it still has enormous street cred. Maybe, what it needs is some more horsepower, a few styling tweaks, and it could be ready to snatch the best 150cc crown back from the Gixxer.

IN DETAIL

Sorted suspension delivers pliant ride

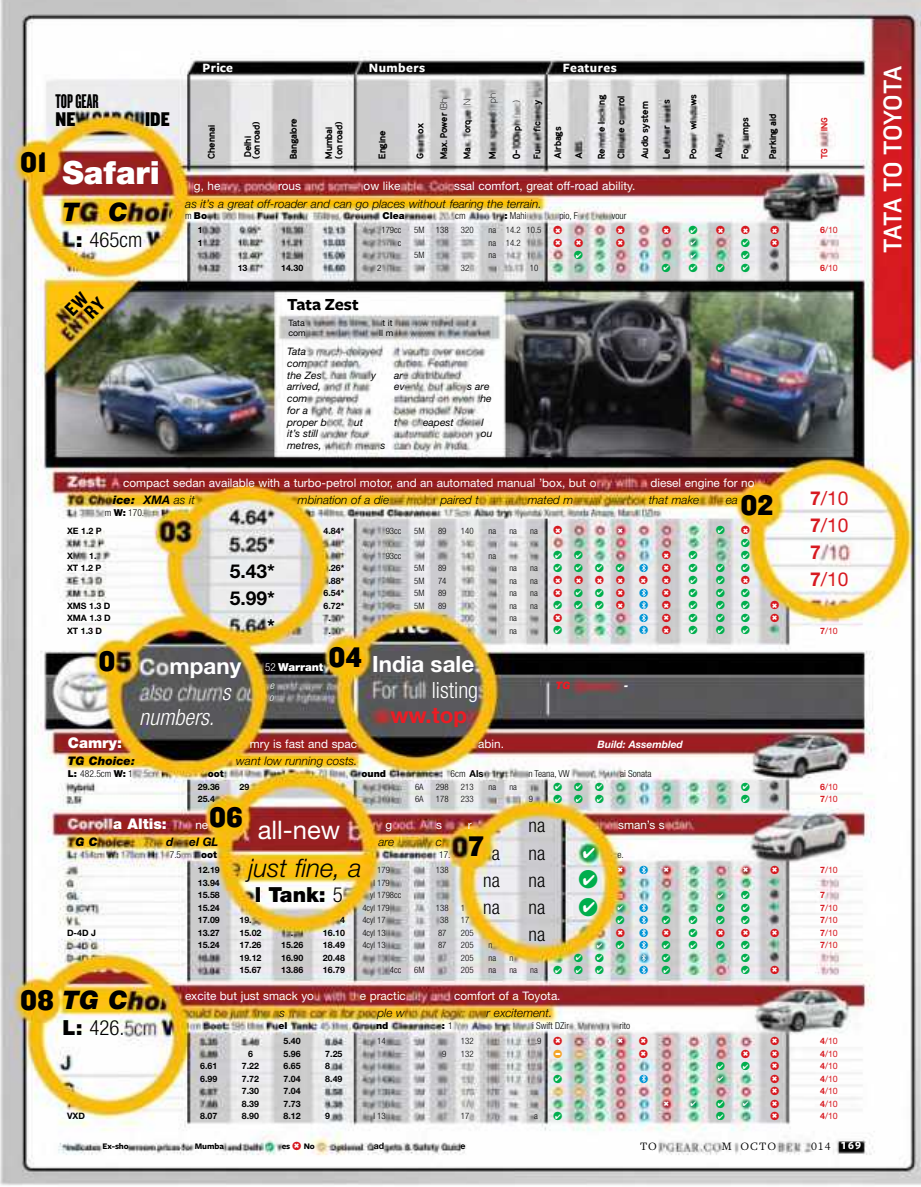
GARAGE LOGBOOK
YAMAHA FZ-S V2.0

- Love the suspension set-up
- Handles like a dream
- Fat rear tyre very reassuring
- Nearly as good as the Gixxer

MILEAGE AND KPL THIS MONTH
km 1 4 1 — 45

THE TOPGEAR NEW CAR & BIKE GUIDE

EVERYTHING YOU NEED TO KNOW ABOUT NEW CARS THIS MONTH



THE GUIDE TO USING OUR GUIDE

01 *TG* Choice
Choosing the right variant can be confusing. It's not necessarily the cheapest one... or the diesel.

02 The TG Rating
Simply translated: how good is the vehicle in numbers? Out of say, 10?

03 Price in your city
Indicative ex-showroom prices. On-road for Mumbai and Delhi. Accurate at the time of going to press.

04 India Sales
Don't just go by what we write. See how fellow buyers treated the company in the recent past.

05 Company description
Just who are you dealing with here? The low-down on the company behind the automobile.

06 More stuff to read
Added insight into the world of TopGear via these little oases of slightly grumpy opinion

07 Fuel efficiency
'Average kitna hai?' The real-world figure for real-world situations.

08 Dimensions
Making sure you know if your car will fit in your parking slot. Yeah, that's going to be important too.

ENGINE Engine configuration – either V, W or F (flat), otherwise in-line – plus the number of cylinders and capacity in cubic centimetres.

POWER (BHP) Engine's maximum power output in brake horsepower. (Hybrid cars show combined electric/fuel bhp figure)

TORQUE (Nm) The engine's peak torque figure – measured in Nm.

0-100KPH Our very own test time in seconds to reach 100km from a standing start.

TOP SPEED As the title suggests, the fastest a car can go.

SAFETY & GADGETS
✓ Yes ✗ No – Optional

BLUETOOTH for you to know if you can pair your smartphone to your new car

PARKING AID Parking sensors Reverse camera

* Indicates ex-showroom prices for Mumbai and Delhi

TOPGEAR NEW CAR GUIDE

Buyers Guide continued

ASTON MARTIN

Dealers 1 **Warranty** na **Website** www.astonmartin.com

Company description: *Arguably the UK's most desirable marque, thanks to genuinely good supercars.*

***TG Awards:* Most improved supercar of the year 2014: Rapide S**
'As far as improvements in road dynamics goes, there's been nothing as impressive as the ones on the Rapide S'

DB9: Overshadowed by the DBS and undercut by the Vantage, the DB9 is still the quintessential Aston. *Build: Import*

TG Choice: *Well not the Volante. So that only leaves the fixed head. Which will do nicely.*

L: 471cm, **W:** 206cm **H:** 128cm **Boot:** 186 litres, **Fuel Tank:** 80 litre, **Ground Clearance:** NA **Also try:** Bentley Continental GT, Ferrari California and Maserati GranTurismo.

	Price: Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
DB9 6.0 V12	na	na	na	190*	12cyl 5935cc	6A	510	620	306	4.8	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	6/10
DB9 6.0 V12 Volante	na	na	na	200*	12cyl 5935cc	6A	510	620	304	4.8	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	na

Rapide: A ball-aching beauty of a saloon and a proper poke in the eye for Porsche's Panamera turbo. *Build: Import*

TG Choice: *There is only one and it's got a 552bhp V12 with 630Nm torque. So we'll take it.*

L: 502cm, **W:** 214cm **H:** 136cm **Boot:** 317 litres, **Fuel Tank:** 90 litre, **Ground Clearance:** NA **Also try:** Porsche Panamera, Ferrari FF, Maserati Quattroporte

	Price: Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Rapide 6.0 V12	na	na	na	220*	12cyl 5935cc	6A	552	630	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	8/10

Vantage: The car that took on the 911. And lost. But hey, it's an Aston. *Build: Import*

TG Choice: *The full 510bhp V12 Vantage experience please.*

L: 439cm, **W:** 187cm **H:** 125-127cm **Boot:** 144 litres, **Fuel Tank:** 80 litre, **Ground Clearance:** NA **Also try:** Porsche 911.

	Price: Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Vantage V8 4.7 Coupe	na	na	na	155*	8cyl 4735cc	6M	420	470	302	4.7	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	7/10
Vantage 4.7 V8 Roadster	na	na	na	165*	8cyl 4735cc	6M	420	470	302	4.7	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	8/10
Vantage V8 S*	na	na	na	165*	8cyl 4735cc	7A	430	490	305	4.7	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	8/10
Vantage 4.7 V8 420 Roadster	na	na	na	152*	8cyl 4735cc	6M	420	470	290	4.7	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	7/10
V12 Vantage	na	na	na	190*	12cyl 5935cc	6M	510	570	305	4.2	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	9/10

AUDI

Dealers 35 **Warranty** 2yrs **Website** www.audi.in

Company description: *Classy and understated alternative to the driver-oriented BMW and the staid Mercedes. Oozing Teutonic quality.*

***TG Awards:* Saloon of the Year 2015: Audi A3**
'The A3 has every creature comfort you'd need.'

A3: Audi's brought the three-box version of the A3 to compete with the A-Class and the 1-Series. *Build: Assembled*

TG Choice: *The **40TFSI** as its combination of the brilliant TSI motor and the quick-witted 7-speed S-tronic auto 'box is excellent.*

L: 445.6cm, **W:** 179.6cm, **H:** 141.6cm **Boot:** 425 litres, **Fuel Tank:** 50 litre, **Grond Clearance:** NA **Also try:** BMW 1-Series, Mercedes-Benz A-Class

	Price: Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
35TDI Attraction	na	22.95*	na	29.62	4cyl 1968cc	6A	140	320	na	na	na	✔	✔	✔	✖	●	✖	✔	✖	✔	◐	7/10
35TDI Premium	na	25.95*	na	34.69	4cyl 1968cc	6A	140	320	na	na	na	✔	✔	✔	✔	●	✔	✔	✖	✔	◐	7/10
35TDI Premium Plus	na	29.95*	na	39.55	4cyl 1968cc	6A	140	320	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◐	7/10
35 TDI Technology	na	32.66*	na	42.90	4cyl 1968cc	6A	140	320	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	7/10
40TFSI Premium Plus	na	28.95*	na	38.30	4cyl 1798cc	7A	177	250	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◐	7/10
40TFSI Cabriolet	na	44.75*	na	na	4cyl 1798cc	7A	177	250	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	7/10

A4: Audi's best-seller gets plastic surgery. And becomes a nagging worry for other Germans in the game. *Build: Assembled*

TG Choice: *The **2.0 TDi** as its a great value-for-money proposition and runs on a more affordable fuel.*

L: 470cm, **W:** 183cm **H:** 142.7cm **Boot:** 480 litres, **Fuel Tank:** 63 litre, **Grond Clearance:** NA **Also try:** BMW 3-Series, Mercedes-Benz C -Class

	Price: Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
2.0TDI Std	38.62	37.86*	38.62	39.16	4cyl 1968cc	8A	148	320	210	9.47	13.1	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	6/10
35TDI Premium	na	na	na	45.11	4cyl 1968cc	8A	174	380	220	8.37	13.7	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	6/10
35TFSI Premium	35.62	34.91*	35.62	39.98	4cyl 1798cc	8A	168	320	210	8.77	9.5	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	6/10
35TDI Technology	57.31	56.22*	57.31	50.32	4cyl 1968cc	8A	174	380	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	6/10
S4	52.12	51.11*	52.12	50.26*	6cyl 2995cc	7A	329	440	na	4.63	8.6	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	6/10

A6: Good-looking, accomplished executive saloon – now with that beardy front grille after the redesign. *Build: Assembled*

TG Choice: *The **35TDI Premium** has loads of toys for you to play with, while still managing a figure of 9.6kpl*

L: 491.5cm, **W:** 187.4cm **H:** 145.5cm **Boot:** 546 litres, **Fuel Tank:** 65 litre, **Ground Clearance:** 11.8cm **Also try:** BMW 5-Series, Mercedes-Benz E-Class, Volvo S80

	Price: Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
35TDI Business	na	47	na	50.64	4cyl 1968cc	7A	174	380	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	5/10
35TDI Premium	62.73	61.50*	62.73	58.80	4cyl 1968cc	7A	174	380	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	-
35TDI Technology	na	39.90*	na	65.50	4cyl 1968cc	7A	174	380	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	-
2.0 TDI	51.67	50.64*	51.67	59.55	4cyl 1968cc	CVT	174	380	222	8.2*	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	6/10
2.0 TFSI	50.98	49.96*	50.98	na	4cyl 1984cc	CVT	177	320	250	9.21	10	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	6/10
RS6 Avant	139	135*	na	135*	8cyl 3993cc	8A	552	700	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	9/10

A7: Perfect mix of sportiness, comfort and styling evokes instant desire. You'll never feel you're in a four-door. *Build: Import*

TG Choice: *The **3.0 TDI Quattro,** is powerful and sips fuel frugally.*

L: 496cm, **W:** 191cm **H:** 141.9-142cm **Boot:** NA, **Fuel Tank:** 75 litre, **Ground Clearance:** NA **Also try:** Mercedes CLS, BMW 6 series Gran Coupe

	Price: Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
3.0 TDI Quattro	88.00	85.88*	88.00	84.85*	6cyl 2967cc	7A	241	500	250	6.07	8.1	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	7/10
RS7 Sportback	130	127*	130	125*	8cyl 3993cc	7A	552	700	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	8/10

A8 L: You can't ask for a more perfect car than this. Not for ordinary mortals. *Build: Import*

TG Choice: *The **4.2 TDI** gives you a great mix of luxury and power.*

L: 526.7cm, **W:** 194.9cm **H:** 147.1cm **Boot:** 510 litres, **Fuel Tank:** 90 litre, **Ground Clearance:** 12.4cm **Also try:** BMW 7-Series, Mercedes-Benz S-Class

	Price: Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
60 TFSI Quattro	130	144	130	166	8cyl 3993cc	8A	429	600	250	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	7/10
3.0 TDI	115	130	115	147	6cyl 2967cc	8A	246	580	250	6.5	7.4	✔	✔	✔	✔	●	✔	✔	✔	✔	◎	7/10

Gadgets & Safety Guide ✔ Yes ✖ No ◐ Optional *Indicates Ex-showroom prices for Mumbai and Delhi

TOPGEAR NEW CAR GUIDE

◀ Audi continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
4.2 TDI Quattro	126	141	126	161	8cyl 4134cc	8A	345	800	250	5.16	8	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	8/10

Q3: Audi says this rivals the Range Rover Evoque! Not sure about that, but it's definitely capable. *Build: Assembled*

***TG Choice:** The **High grade,** comes with a easy-to-use MMI system and a bunch of other useful features.*

L: 438.5cm, **W:** 183.1cm **H:** 160.8cm **Boot:** 460 litres, **Fuel Tank:** 64 litre, **Ground Clearance:** NA **Also try:** BMW X1

35TDI q Premium	na	na	na	39.59	4cyl 1968cc	7A	174	380	212	7.94	11	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10
35TDI q Premium Plus	na	na	na	46.78	4cyl 1968cc	7A	177	380	212	7.94	11	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10
S Edition	24.91	24.99*	24.91	na	4cyl 1968cc	6M	138	320	na	7.94	11.04	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10

Q5: It may not have the panache of the Q7 that Bollywood loves, but the Q5 does mean business. *Build: Assembled*

***TG Choice:** The **3.0 TDI Quattro,** with the engine carried over from the Q7 but this is quicker, thanks to half-a-tonne less weight*

L: 462.9cm, **W:** 188cm **H:** 165.5cm **Boot:** 540 litres, **Fuel Tank:** 75 litre, **Ground Clearance:** 20.5cm **Also try:** BMW X3, Mitsubishi Montero

30 TDI Technology	na	44.89	na	54.25	4cyl 1968cc	7A	174	380	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	5/10
45 TDI Technology	na	52.10	na	67.45	6cyl 2967cc	7A	241	580	225	6.5	12.2	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	5/10

Q7: Odd-looking and enormous seven-seat sports utility vehicle that'll put the frighteners on Mercedes and BMW. *Build: Import*

***TG Choice: 4.2 TDI Quattro** is big on muscle and since it's a diesel, it won't burn a hole in your pocket.*

L: 509cm, **W:** 198cm **H:** 173.7cm **Boot:** 755 litres, **Fuel Tank:** 100 litre, **Ground Clearance:** 20.5 cm **Also try:** BMW X5, Mercedes-Benz GL-Class, Porsche Cayenne, Range Rover,

45TDI q Technology	80.70	79.12*	80.70	104.95	8cyl 4134cc	8A	335	800	242	6.4	5.5	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	6/10
3.0TFSI Quattro	na	59.40	na	65.3*	6cyl 2995cc	8A	333	440	215	7.4	7.4	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	na/10
30TDI q Technology	71.95	70.52*	71.95	95.50	6cyl 2967cc	8A	241	550	243	9.1	9.6	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	5/10

RS5: Artful lesson in understatement, the RS5 does desirable minus the flash. *Build: Import*

***TG Choice:** Just hand us the keys to the 444bhp V8. Thank you.*

L: 464cm, **W:** 186cm **H:** 136.6cm **Boot:** NA, **Fuel Tank:** 61 litres, **Ground Clearance:** NA **Also try:** BMW M4

RS 5	100	98.32*	100	96.90*	8cyl 4163cc	7A	444	430	250	5.07	4.5	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	8/10

R8: The supercar to have right now. Beautiful, sophisticated, quick as the wind and comfortable to boot. *Build: Import*

***TG Choice:** Buy the **V10**, it's borrowed from the Lamborghini Gallardo and sells at half the price.*

L: 443cm, **W:** 190cm **H:** 124.4-125.2cm **Boot:** 100 litres, **Fuel Tank:** 90 litre, **Ground Clearance:** NA **Also try:** Lamborghini Gallardo, Porsche 911

V8 4.2FSI	163	163*	163	157*	8cyl 4163cc	7A	424	430	300	4.6	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	9/10
V10 5.2FSI	191	187*	191	184*	10cyl 5204cc	7A	517	540	314	4.1	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	9/10
5.2FSI V10 Plus	na	na	na	205	10cyl 5204cc	7A	542	540	314	3.5	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	9/10
Spyder	210	206*	210	202*	10cyl 5204cc	7A	525	530	311	4.1	7	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	9/10

TT: Still the cheapest two-seat sportscar around. Now more thorough than ever before. *Build: Import*

***TG Choice:** Audi doesn't want you to have choices here.*

L: 417.7cm, **W:** 183.2cm **H:** 135.3cm **Boot:** 305 litres **Fuel Tank:** 55 litres **Ground Clearance:** NA **Also try:** BMW Z4, Merc SLK

TT 45 TFSI	60.34	60.34*	60.34	60.34*	4cyl 1984cc	6A	226	370	250	6	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	8/10

BENTLEY

Dealers 1 **Warranty** 3 **Website** www.bentleymotors.com

Company description: *Has got a new lease of life with an injection of Volkswagen cash, but still as British as the monarchy.*

TG Awards: **-**

Continental: Sumptuous, superb over distances, with more appeal to younger millionaires. *Build: Import*

***TG Choice:** The **GT Super Sports** should be just fine. It will be good to the environment as it runs on ethanol too. Tree huggers rejoice.*

L: 480.0cm, **W:** 222.5cm **H:** 140.1-148.8cm **Boot:** 358 litres, **Fuel Tank:** 90 litre, **Ground Clearance:** NA **Also try:** Other Bentleys, really? That's about it

GT	na	356*	na	356*	12cyl 5998cc	8A	582	720	318	4.8	6.2	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10
GT Speed	na	400*	na	400*	12cyl 5998cc	8A	626	820	330	4.5	6	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10
Flying Spur V8	na	310*	na	310*	8cyl 3993cc	8A	500	660	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	-
Flying Spur W12	na	340*	na	340*	12cyl 5998cc	8A	626	820	320	5.2	5.8	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10
GT V8	na	329*	na	329*	8cyl 3993cc	8A	500	660	303	4.8	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10
GTC	na	388*	na	388*	12cyl 5998cc	8A	567	700	314	5.1	5.8	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	8/10

Mulsanne: Replacement for the Arnage, and every bit as opulent. *Build: Import*

***TG Choice:** Depends on how you want to spec it. The rich are spoilt for choice (aren't they always?).*

L: 557.5, **W:** 192.6cm **H:** 152.1cm **Boot:** 443 litres, **Fuel Tank:** 96 litre, **Ground Clearance:** NA **Also try:** Rolls Royce Ghost

Mulsanne	na	567*	na	567*	8cyl 6752cc	8A	505	1020	296	5.3	5.9	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10

BMW

Dealers 21 **Warranty** 3yrs **Website** www.bmw.in

Company description: *A model of German efficiency, the firm still prides itself on making supremely engineered cars aimed at the driver.*

TG Awards: ***Performance Car of the Year 2015: M3***
'The M3 sticks to its line brilliantly, and plasters a wide smile on your face'

1 Series: The country's only RWD hatchback. Fun to drive, but is it as good as the A-Class? *Build: Assembled*

***TG Choice:** The **118d Sport Plus** has a frugal yet powerful diesel engine and comes with all the thrills and frills.*

L: 432.4cm **W:** 176.5cm **H:** 142.1cm **Boot:** na **Fuel Tank:** 52 litres, **Ground Clearance:** na **Also try:** Mercedes-Benz A-Class, Mini Countryman

116i	21.27	20.9*	21.27	27.97	4cyl 1598cc	8A	134	220	na	na	na	✔	✔	✔	✖	✔	✔	✔	✔	✔	◉	7/10
118d	23.3	22.9*	23.3	32.07	4cyl 1995cc	8A	140	320	215	8.91	13.3	✔	✔	✔	✖	✔	✔	✔	✔	✔	◉	7/10

Buyers Guide continued ▶

*Indicates Ex-showroom prices for Mumbai and Delhi ✔ Yes ✖ No ⊖ Optional Gadgets & Safety Guide

TOPGEAR NEW CAR GUIDE

◀ BMW continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
118d Sport Line	26.36	25.9*	26.36	35.69	4cyl 1995cc	8A	140	320	215	8.91	13.3	✔	✔	✔	✔	●	✔	✔	✔	✔	🔊	7/10
118d Sport Plus	30.43	29.9*	30.43	40.54	4cyl 1995cc	8A	140	320	215	8.91	13.3	✔	✔	✔	✔	●	✔	✔	✔	✔	🔊	7/10
3 Series: The 3 has always been the best sport saloon since it was born. The new 3 is still so. ***Build: Assembled***																						
TG Choice: *The **320d Sport Line** visually striking with its sporty cues and has the all purpose 2-litre diesel.*																						
L: 482.4cm **W:** 181.1cm **H:** 142.9cm **Boot:** na **Fuel Tank:** 60 litres, **Ground Clearance:** na **Also try:** Audi A4, Mercedes-Benz C-Class																						
320d	28.9	33.68	28.9	42.75	4cyl 1995cc	8A	181	380	235	7.33	14.2	✔	✔	✔	✔	●	✔	✔	✔	✔	🔊	8/10
320d Sport Line	31.5	36.65	31.5	47.17	4cyl 1995cc	8A	181	380	235	7.33	14.2	✔	✔	✔	✔	●	✔	✔	✔	✔	🔊	8/10
320d Luxury Line	31.5	36.65	31.5	47.17	4cyl 1995cc	8A	181	380	235	7.33	14.2	✔	✔	✔	✔	●	✔	✔	✔	✔	🔊	8/10
320d Luxury line Plus	36.9	42.83	36.9	45.69	4cyl 1995cc	8A	181	380	235	7.33	14.2	✔	✔	✔	✔	●	✔	✔	✔	✔	🔊	8/10
328i Sport Line	37.9	43.96	37.9	51.92	4cyl 1997cc	8A	241	350	250	6.16	10.3	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	8/10
320d GT	42.75	42.75*	42.75	53.13	4cyl 1995cc	8A	181	380	NA	NA	NA	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	6/10
M3	121	121*	121	121*	6cyl 2979cc	7A	425	550	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	8/10
M4: The M3 Coupe lives on, but with a new name: the M4. Now powered by a turbocharged six-pot motor. ***Build: Import***																						
TG Choice: *Only the **Coupe** is available for now.*																						
L: 467.1cm **W:** 187cm **H:** 138.3cm **Boot:** na **Fuel Tank:** 00 litres, **Ground Clearance:** na **Also try:** Jaguar F-Type																						
M4 Coupe	119	119*	119	119*	6cyl 2979cc	7A	425	550	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	8/10
5 Series: A return to form for the '5', with more palatable styling, a better ride and BMW's stock-in-trade quality. ***Build: Assembled***																						
TG Choice: *The **530d M Sport** is the most fun you will have in a 5 series, unless you throw the M5 into the mix.*																						
L: 490.7, **W:** 186cm **H:** 146.2cm **Boot:** 520 litres, **Fuel Tank:** 70 litre, **Ground Clearance:** 15.8 cm **Also try:** Audi A6, Mercedes-Benz E-Class, Volvo S80																						
520d Modern	47.7	54.37	na	61.90	4cyl 1995cc	8A	181	380	226	8.3	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	7/10
520d Luxury	47.7	54.37	na	61.90	4cyl 1995cc	8A	181	380	226	8.3	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	7/10
525d Luxury Plus	52.8	60.08	na	68.17	4cyl 1995cc	8A	214	450	226	8.3	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	7/10
530d M Sport	58.9	62.37	na	73.32	6cyl 2993cc	8A	254	560	250	6.13	11.4	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	8/10
6 Series Gran Coupe: The best all-round tourer in India. Now fresher thanks to a mid-life facelift ***Build: Import***																						
TG Choice: *You're restricted to trim levels for now.*																						
L: 489cm, **W:** 189cm **H:** 139.2cm **Boot:** Na, **Fuel Tank:** 70 litre, **Ground Clearance:** 123cm **Also try:** Mercedes SL class																						
640d Eminence	na	114	na	na	6cyl 2993cc	8A	313	630	250	5.5	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	8/10
640d Design Pure Exp	na	121	na	na	6cyl 2993cc	8A	313	630	250	5.52	8.1	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	8/10
7 Series: Much improved. BMW's super saloon is now a half-decent match for the class-whipping S-Class. ***Build: Import***																						
TG Choice: *The **730Ld** should be fine, as it's a car to be driven in.*																						
L: 517.9cm, **W:** 213.3cm **H:** 148.1cm **Boot:** 520 litres, **Fuel Tank:** 88 litre **Ground Clearance:** NA **Also try:** Audi A8, Mercedes-Benz S-Class																						
750Li	86.8	113.3	86.8	175	8cyl 4395cc	6A	442	650	250	6	7.9	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	5/10
730Ld	73.6	96.06	73.6	126	6cyl 2993cc	6A	254	560	245	6.69	9.3	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	6/10
760Li	129	150.7	129	244	12cyl 5972cc	6A	536	750	250	4.6	7.3	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	7/10
ActiveHybrid 7	135	135*	135	135*	6cyl 2979cc	8A	369	450	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	7/10
i8: A sci-fi fantasy brought to life. A hybrid sportscar. The i8 is a combination of both, and it is spectacular ***Build: Import***																						
TG Choice: *You wouldn't be bothered with variants when it looks the way it does, would you?*																						
L: 423.9cm **W:** 179cm **H:** 129.1cm **Boot:** na, **Fuel Tank:** 90 litre, **Ground Clearance:** na **Also try:** Looking for an abandoned spaceship.																						
i8	229	229*	229	229*	3cyl 1499cc	6A	356	570	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	8/10
GT 5: According to BMW the GT 5 is for an older BMW buyer who has a family and children to ferry around. ***Build: Import***																						
TG Choice: *A BMW for the ageing? For this price, you can get the '530d' and the K1200R bike.*																						
L: 499cm, **W:** 190cm **H:** 150.8cm **Boot:** 520 litres, **Fuel Tank:** 70 litre, **Ground Clearance:** NA **Also try:** none																						
30d	64	65.10	64	82.32	6cyl 2993cc	8A	245	540	240	7.13	5.3	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	5/10
X1: Right size, right price, perfect for the urban yuppie. ***Build: Assembled***																						
TG Choice: *The **20d Expedition** will be perfect. 380Nm of torque is more than enough for city and highway driving.*																						
L: 445cm **W:** 180cm **H:** 154.5cm **Boot:** 420 litres, **Fuel Tank:** 80 litre, **Ground Clearance:** 19.4cm **Also try:** Audi Q5																						
20d Expedition	NA	27.9*	NA	38.38	4cyl 1995cc	8A	181	380	205	7.89	12	✔	✔	✔	✔	●	✔	✔	✔	✔	🔊	7/10
20d Sport Line	NA	32.5*	NA	44.83	4cyl 1995cc	8A	181	380	205	7.18	12	✔	✔	✔	✔	●	✔	✔	✔	✔	🔊	7/10
20d xLine	NA	32.5*	NA	44.83	4cyl 1995cc	8A	181	380	205	7.18	12	✔	✔	✔	✔	●	✔	✔	✔	✔	🔊	7/10
X3: A well-sorted car tailored for the world we live in, now with squared-off corona rings. ***Build: Assembled***																						
TG Choice: *The **20d Expedition**, as it has ample power and is cheaper, too.*																						
L: 465.7cm **W:** 188cm **H:** 167.8cm **Boot:** NA, **Fuel Tank:** 67 litre, **Ground Clearance:** 19.4cm **Also try:** Audi Q5, Volvo XC60, Land Rover Freelander 2																						
20d Expedition	44.90	44.90*	44.90	58.31	4cyl 1995cc	8A	188	400	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	7/10
20d xLine	49.90	49.90*	49.90	64.46	4cyl 1995cc	8A	188	400	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	7/10
30d M Sport	na	59.90*	na	74.17	6cyl 2993cc	8A	255	560	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	-
X5: Fatter new seven-seat X5 places it firmly in a size category above the X3 now – thankfully, it's bigger inside too. ***Build: Import***																						
TG Choice: *The **30d** should work well as this car is more at home in the urban jungle's stop-and-go traffic.*																						
L: 485.4, **W:** 219.7cm **H:** 176.2cm **Boot:** 620 litres, **Fuel Tank:** 85 litre, **Ground Clearance:** 21.2 cm**Also try:** Audi Q7, Mercedes-Benz M-Class, Porsche Cayenne, Range Rover Sport																						
30d 7-str	55.7	62.25	55.7	87.69	6cyl 2993cc	8A	254	560	210	8.3	10.8	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	7/10

Gadgets & Safety Guide ✔ Yes ✖ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai and Delhi

TOPGEAR NEW CAR GUIDE

◀ BMW continued

X6: It's an SUV! No, it's a coupe! No, it's both. BMW has stretched the boundaries for a 'niche' product. *Build: Import*

TG Choice: *The **40d**, as that's the only variant available for now. The M will come at a later date*

L: 490.9cm **W:** 217cm **H:** 170.2cm **Boot:** 580 litres **Fuel Tank:** 85 litre **Ground Clearance:** 21.1 cm **Also try:** Porsche Macan

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
40d	na	115*	na	151	6cyl 2993cc	8A	308	600	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	-

Z4: BMW's answer to Merc's SLK and Porsche's Cayman. It's fast. It's topless and it drives well. *Build: Import*

TG Choice: *No option but the **35i** for now. Same engine but tuned for more power.*

L: 423.9cm **W:** 179cm **H:** 129.1cm **Boot:** na, **Fuel Tank:** 90 litre, **Ground Clearance:** na **Also try:** Mercedes-Benz SLK, Porsche Boxster.

Z4 SDrive 35is	na	98.49	84.1	109	6cyl 2979cc	8A	301	400	250	6.07	5.5	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10

BUGATTI **Dealers** 1 **Warranty** 2yrs **Website** www.bugatti.com

Company description: *VW-owned purveyor of the fastest, most extreme hypercars on the planet. Builder of the fastest car in the world.*

TG Awards: **-**

Veyron: The fastest, most expensive car in the world. Enough said... *Build: Import*

TG Choice: *Grand Sport, 1001bhp, 0-100kph in 2.7 seconds 407kph top end. Veyron is the ultimate.*

L: 446cm **W:** 199cm **H:** 115.9cm **Boot:** na **Fuel Tank:** 100 litre **Ground Clearance:** NA **Also try:** The space shuttle, hard drugs

Veyron 8.0 W16 Grand Sport	na	4500*	na	na	16cyl 7993cc	7A	1001	1250	407	2.7	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	9/10

CHEVROLET **Dealers** 279 **Warranty** 3 **Website** www.chevrolet.co.in

Company description: *Made its mark with confident design and products like the Cruze and the Beat. Buyers are slowly showing that confidence too.*

TG Awards: ***Saloon of the year 2009: Cruze*** 'That the Cruze is a better buy than its immediate competitors - Civic and Corolla - will be as obvious to you as Salman Khan's biceps"

Beat: Another smart new Chevy design. Tries hard to play city car and highway cruiser roles. Succeeds reasonably.

TG Choice: *The **LT** packs a lot of features at a reasonable price.*

L: 364cm **W:** 159cm **H:** 155cm **Boot:** na, **Fuel Tank:** 45 litre, **Ground Clearance:** 17.5cm **Also try:** Hyundai i10, Maruti Suzuki Ritz

Base	4.03	4.19	4.03	5.32	4cyl 1199cc	5M	77	106	150	na	na	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	4/10
LS	4.29	4.49	4.29	5.64	4cyl 1199cc	5M	77	106	150	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	5/10
LT	4.71	4.97	4.71	6.14	4cyl 1199cc	5M	77	106	150	na	na	✖	✖	✔	✔	✔	✔	✔	⊖	✔	✖	5/10
LT Opt	5.20	5.29	5.20	6.47	4cyl 1199cc	5M	77	106	150	na	na	✔	✔	✔	✔	✖	✔	✔	✔	✔	✖	5/10
Base Diesel	4.86	5.11	4.86	6.44	3cyl 936cc	5M	56	142	150	na	17	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	5/10
LS Diesel	5.13	5.42	5.13	6.78	3cyl 936cc	5M	56	142	150	na	17	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	6/10
LT Diesel	5.55	5.88	5.55	7.30	3cyl 936cc	5M	56	142	150	na	17	✖	✖	✔	✔	✔	✔	✔	⊖	✔	✖	6/10
LT Opt Diesel	6.04	6.07	6.04	7.90	3cyl 936cc	5M	56	142	150	na	17	✔	✔	✔	✔	✔	✔	✔	✔	✔	✖	5/10

Captiva: At long last, Chevy is adding new cars to Daewoo knock-offs. This seven-seat SUV isn't a bad effort either. *Build: Import*

TG Choice: *Two lakh cheaper than the AWD variants, the **2.2 LT** has no all-wheel-drive, but hey, you won't need one in a city SUV.*

L: 467 cm**W:** 187cm **H:** 175.5cm **Boot:** 465 litres, **Fuel Tank:** 65 litre , **Ground Clearance:** 17.7cm **Also try:** Honda CR-V, Nissan X-Trail

2.2 LT	23.54	21.88	23.54	30.66	4cyl 2231cc	6M	183	400	178	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	5/10
2.2 AWD LTZ	25.67	25.62	25.67	33.47	4cyl 2231cc	6A	183	400	178	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	5/10

Cruze: This car can leave wet spot marks on the trousers of the Civic and the Corolla.

TG Choice: *The **LTZ MT** for the true enthusiast.*

L: 459.7 cm **W:** 178.8cm **H:** 147.7cm **Boot:** na **Fuel Tank:** na **Ground Clearance:** 16.5cm **Also try:** Honda Civic, Toyota Corolla Altis

LT	14.02	16.15	14.02	17.80	4cyl 1998cc	6M	164	360	200	9.83	12	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	5/10
LTZ MT	15.54	17.88	15.54	19.66	4cyl 1998cc	6M	164	360	200	9.83	12	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	5/10
LTZ AT	16.57	18.93	16.57	20.93	4cyl 1998cc	6A	164	360	200	9.5	11.5	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	5/10

Spark: Cute, cheap runabout, now with the oomph to keep it up in town thanks to the new 1.0L engine. Also available in LPG.

TG Choice: ***1*** *as it is the cheapest of the lot and other variants do not offer any significant upgrades.*

L: 349.5, **W:** 149.5,cm. **Boot:** 104 litres, **Fuel Tank:** 38 litre , **Ground Clearance:** 17 cm **Also try:** Hyundai Santro Xing, Maruti's tall boy pair

1.0	3.50	3.51	3.50	4.61	4cyl 995cc	5M	60	87	145	16.9	13.6	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	3/10
1.0 LS	3.77	3.89	3.77	4.93	4cyl 995cc	5M	60	87	145	16.9	13.6	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	4/10
1.0 LT	4.06	4.21	4.06	5.28	4cyl 995cc	5M	60	87	145	16.9	13.6	✖	✖	✔	✖	✔	✖	✔	⊖	✔	✖	4/10

Enjoy: The Enjoy is Chevrolet's answer to the Maruti Ertiga. Petrol pretty quick, diesel decently efficient. Reasonably priced too.

TG Choice: ***LTZ Diesel*** *as it is offers a good mix of features along with the goodness of diesel. Mid-spec LT trim available too.*

L: 430.5, **W:** 168cm **H:** 175cm **Boot:** 195 litres, **Fuel Tank:** 50 litre , **Ground Clearance:** na **Also try:** Maruti Ertiga, Mahindra Xylo, Nissan Evalia

LS Petrol 8STR	5.84	5.49*	5.84	7.61	4cyl 1399cc	5M	99	131	na	13.9	12.1	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	6/10
LS Petrol 7STR	5.87	5.54*	5.87	7.64	4cyl 1399cc	5M	99	131	na	13.9	12.1	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	6/10
LTZ Petrol 7STR	7.23	7.12*	7.23	9.28	4cyl 1399cc	5M	99	131	na	13.9	12.1	✔	✔	✔	✖	✔	✔	✔	✔	✔	◉	6/10
LS Diesel 8STR	7.10	6.69*	7.10	9.31	4cyl 1248cc	5M	74	172	na	19.7	15	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	6/10
LS Diesel 7STR	7.13	6.76*	7.13	9.34	4cyl 1248cc	5M	74	172	na	19.7	15	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	6/10
LTZ Diesel 7STR	8.27	8.00*	8.27	10.74	4cyl 1248cc	5M	74	172	na	19.7	15	✔	✔	✔	✖	✔	✔	✔	✔	✔	◉	6/10

Buyers Guide continued ▶

*Indicates Ex-showroom prices for Mumbai and Delhi ✔ Yes ✖ No ⊖ Optional Gadgets & Safety Guide

TOPGEAR NEW CAR GUIDE

◀ Chevrolet continued

Sail U-VA: It's a no-nonsense car in a country with way better no-nonsense cars

TG Choice: LT Diesel *as it has a proven engine, rides well and is spacious. (Available in Base and LS variants too)*

L: 394.6cm **W:** 196cm **H:** cm **Boot:** 248 litres, **Fuel Tank:** 42 litre, **Ground Clearance:** 17.4 cm **Also try:** Maruti Suzuki Ritz

	Price				Numbers							Features										TG RATING
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	
LT ABS Petrol	5.68	6.11	5.68	7.55	4cyl 1199cc	5M	82	108	na	13.85	13.2	✗	⊖	✓	✗	●	✗	✓	✗	✗	✗	5/10
LT ABS Diesel	6.73	7.53	6.73	8.99	4cyl 1248cc	5M	74	190	na	na	na	✓	⊖	✗	✗	●	✗	✓	⊖	✗	✗	5/10

Sail: Pocket-friendly pricing, neat styling and good ride. Should put Chevrolet back in to the entry-sedan game

TG Choice: 1.3 TCDi LT ABS *as it gets all the safety features and decent amount of features.*

L: 424.9 cm **W:** 169cm **H:** 150.3cm **Boot:** 370 litres, **Fuel Tank:** 42 litre, **Ground Clearance:** 17.4cm **Also try:** Maruti Suzuki DZire, Mahindra Verito, Ford Classic

	Price				Numbers							Features										TG RATING
1.2	5.24	4.99*	5.24	6.85	4cyl 1199cc	5M	82	108	na	na	na	✓	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10
1.2 LS ABS	6.02	5.70*	6.02	7.85	4cyl 1199cc	5M	82	108	na	na	na	✓	✓	✗	✗	●	✗	✓	✗	✗	✗	5/10
1.2 LT ABS	6.49	6.41*	6.49	8.38	4cyl 1199cc	5M	82	108	na	na	na	✓	✓	✓	✗	●	✗	✓	✓	✓	✗	5/10
1.3 TCDi	6.45	6.29*	6.45	8.47	4cyl 1248cc	5M	74	190	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10
1.3 TCDi LS ABS	7.05	6.80*	7.05	9.32	4cyl 1248cc	5M	74	190	na	na	na	✗	⊖	✗	✗	●	✗	✓	✗	✗	✗	5/10
1.3 TCDi LT ABS	7.67	7.51*	7.67	10.04	4cyl 1248cc	5M	74	190	na	na	na	✓	✓	✓	✗	●	✗	✓	✓	✓	✗	5/10

DATSUN

Dealers 141 **Warranty** 2yrs **Website** www.datsun.co.in

Company description: *It's back from the dead: Nissan has revived Datsun, only this time, it's to sell inexpensive hatches and micro-MPVs*

TG Awards: **-**

Go: Essentially a Micra that doesn't look like one, and cheaper too. Win-win!

TG Choice: T *is the one to go for, as it is the one with all the features that you'd need.*

L: 378.5cm **W:** 163.5cm **H:** 148.5cm **Boot:** 265 litre **Fuel Tank:** Na, **Ground Clearance:** Na **Also try:** Maruti Alto 800, Hyundai Eon.

	Price				Numbers							Features										TG RATING
D	3.23	3.57	3.29	4.02	3cyl 1198cc	5M	67	104	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	6/10
A	3.58	3.88	3.65	4.44	3cyl 1198cc	5M	67	104	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	6/10
T	4.04	4.13	4.12	4.98	3cyl 1198cc	5M	67	104	na	na	na	✗	✗	✗	✗	✓	✗	✓	✗	✗	✗	6/10

Go+: A Go that thinks it's an MPV. It does have seats for seven, yes, and it is just as barebones as the hatchback

TG Choice: T *is the one to go for, as it is the one with all the features that you'd need.*

L: 378.5cm **W:** 163.5cm **H:** 148.5cm **Boot:** 265 litre **Fuel Tank:** Na, **Ground Clearance:** Na **Also try:** Spending more and buying a proper MPV

	Price				Numbers							Features										TG RATING
D	3.79	3.79*	3.86	4.66	3cyl 1198cc	5M	67	104	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	6/10
A	4.14	4.15*	4.22	5.08	3cyl 1198cc	5M	67	104	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	6/10
T	4.61	4.61*	4.69	5.67	3cyl 1198cc	5M	67	104	na	na	na	✗	✗	✗	✗	✓	✗	✓	✗	✗	✗	6/10

FIAT

Dealers 64 **Warranty** 18months **Website** www.fiat-india.com

Company description: *Seems to make characterful and beautiful cars even in their sleep. The Punto and Linea are brilliant.*

TG Awards: Facelift of the Year 2015: Punto Evo
'We didn't expect the Punto to feature such significant changes'

Linea: Big sedan loaded to the brim with features at a bargain price.

TG Choice: T-Jet *should have been here the first time around – still, better late than never.*

L: 456, **W:** 173cm **H:** 148.7-149.4cm **Boot:** 500 litre, **Fuel Tank:** 45 litre, **Ground Clearance:** 18.5cm **Also try:** Honda City, Ford Fiesta, VW Vento

	Price				Numbers							Features										TG RATING
Active	7.25	7.85	7.23	8.34	4cyl 1368cc	5M	90	115	168	15.6	8	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	4/10
Dynamic	8.27	7.95	8.25	8.77	4cyl 1368cc	5M	90	115	168	15.6	8	✗	✗	✓	✓	✗	✓	✓	✗	✓	✗	4/10
Active D	8.30	9.12	8.28	10.14	4cyl 1248cc	5M	91	209	na	na	na	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	5/10
Dynamic D	9.35	10.25	9.23	11.58	4cyl 1248cc	5M	91	209	na	na	na	✗	✗	✓	✓	●	✓	✓	✗	✓	◀	5/10
Emotion D	9.72	10.66	9.70	12.24	4cyl 1248cc	5M	91	209	na	na	na	✓	✓	✓	✓	●	✓	✓	✓	✓	◀	5/10
T-Jet	8.82	9.65	8.92	na	4cyl 1368cc	5M	113	207	165	11.1	12.5	✓	✓	✓	✓	●	✓	✓	✓	✓	◀	6/10
T-Jet+	9.32	10.19	9.43	na	4cyl 1368cc	5M	113	207	165	11.1	12.5	✓	✓	✓	✓	●	✓	✓	✓	✓	◀	6/10
Classic Multijet Diesel	6.95	8.00	6.95	8.60	4cyl 1248cc	5M	76	197	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	4/10
Classic Plus Multijet Diesel	7.50	8.62	7.50	9.25	4cyl 1248cc	5M	76	197	na	na	na	✗	✓	✗	✗	✗	✗	✓	✗	✓	✗	4/10
Classic Petrol	5.99	6.63	5.99	7.28	4cyl 1368cc	5M	90	115	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	5/10

Punto Evo: Looks incredible, drives well, priced competitively. Needs better engines, though.

TG Choice: *The* ***Emotion Sport*** *diesel is still the pick of the lot, but the 1.3-litre motor lacks grunt compared to rivals.*

L: 398.9cm **W:** 168.7cm **H:** 152.5cm **Boot:** na **Fuel Tank:** 45 litre, **Ground Clearance** 18.5-20.5cm **Also try:** Maruti Swift, Hyundai i20, Volkswagen Polo

	Price				Numbers							Features										TG RATING
Active 1.2	4.67	4.55*	4.65	6.02	4cyl 1172cc	5M	67	96	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
Dynamic 1.2	5.24	5.12*	5.22	6.57	4cyl 1172cc	5M	67	96	175	na	13	✗	✗	✓	✗	✓	✗	✓	✗	✗	✗	7/10
Emotion 1.4	6.80	6.66*	6.78	8.68	4cyl 1368cc	5M	89	115	175	12.5	13	✗	✓	✓	✓	●	✗	✓	✓	✓	✗	7/10
Active 1.3 D	5.40	5.27*	5.37	7.24	4cyl 1248cc	5M	75	197	na	na	17	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
Dynamic 1.3 D	6.35	6.21*	6.33	8.04	4cyl 1248cc	5M	75	197	na	15.7	17	✗	✗	✓	✗	✓	✗	✓	✗	✗	✗	7/10
Emotion 1.3 D	6.98	6.83*	6.96	8.80	4cyl 1248cc	5M	75	197	na	15.7	17	✗	✓	✓	✓	●	✗	✓	✓	✓	✗	7/10
Emotion 1.3 D Sport	7.35	7.20*	7.33	9.24	4cyl 1248cc	5M	92	209	170	13.65	12.6	✓	✓	✓	✓	●	✗	✓	✓	✓	✗	7/10
Avventura 1.4 Dynamic	na	7.05*	na	8.72	4cyl 1368cc	5M	92	115	na	na	na	✗	✗	✓	✓	✓	✗	✓	✓	✓	✗	7/10
Avventura 1.3 D Emotion	na	8.17*	na	10.29	4cyl 1248cc	5M	89	209	na	na	na	✓	✓	✓	✓	●	✗	✓	✓	✓	✗	7/10

Gadgets & Safety Guide ✓ Yes ✗ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai and Delhi

TOPGEAR NEW CAR GUIDE

Buyers Guide continued

FORCE

Dealers NA **Warranty** 2yrs **Website** www.forcemotors.com

Company description: *After selling UV to the rural market, Force has decided to join the ranks of Tata and Mahindra with home-grown SUVs.*

TG Awards: **-**

One: Mechanically sound car, refined engine and good ride. Let down by interior quality and cabin design execution.

TG Choice: *Safety is of utmost importance so we suggest going for the ABS.*

L: 486cm **W:** 178cm **H:** 188.5cm **Boot:** na **Fuel Tank:** na, **Ground Clearance:** na **Also try:** Tata Safari, Mahindra Scorpio

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
EX	10.84	na	10.79	10.72*	4cyl 2149cc	5M	81	230	na	na	na	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	4/10
SX	12.20	14.45	12.14	11.98*	4cyl 2149cc	5M	140	321	na	na	na	Yes	Yes	Yes	Yes	Optional	No	Yes	Yes	Yes	Optional	4/10
LX 4x4	na	14	na	na	4cyl 2149cc	5M	140	321	na	na	na	Yes	Yes	Yes	Yes	Optional	No	Yes	Yes	Yes	Optional	4/10

Gurkha: Want a luxurious off-roader? Look away. Want a no-frills, no-holds-barred mountain goat? Step right this way.

TG Choice: *Soft-top 4x4 will let you fit in one more friend, apart from looking a little cooler than the hardtop.*

L: 399.2cm **W:** 182cm **H:** 205.5cm **Boot:** na **Fuel Tank:** 63 litre, **Ground Clearance:** 21cm **Also try:** Mahindra Thar

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Hard-top 4x4	8.65	8.50*	8.61	8.50*	4cyl 2596cc	5M	81	230	na	na	na	No	No	No	No	No	No	No	Yes	Yes	No	6/10
Soft-top 4x4	8.49	8.35*	8.46	8.35*	4cyl 2596cc	5M	81	230	na	na	na	No	No	No	No	No	No	No	Yes	Yes	No	4/10
Soft-top 4x2	6.36	6.25*	6.33	6.25*	4cyl 2596cc	5M	81	230	na	na	na	No	No	No	No	No	No	No	Yes	Yes	No	4/10

FORD

Dealers 65 **Warranty** 2yrs **Website** www.india.ford.com

Company description: *Makes some of the best driver's cars in India. Right now in a period of transition. Good thing is their best is yet to come.*

TG Awards: ***Family Car of the Year 2014: EcoSport***
'The EcoSport is the first of its kind, and so far, the only one of its kind'

Classic: Ford's big player in India is a well-sorted, well thought-out car. Facelifting has made it expensive. Still competent.

TG Choice: *The **1.6** is what BMW would look at if it needed a low-cost front-wheel-drive car.*

L: 428.2cm **W:** 168.6cm **H:** 146.8cm **Boot:** 430litre **Fuel Tank:** 45 litre, **Ground Clearance:** 16.8cm **Also try:** Honda City, Hyundai Verna, Fiat Linea.

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
1.6 LXI Duratec	5.84	6.15	5.83	6.41	4cyl 1596cc	5M	99	146	175	11.2	12.3	No	No	No	No	No	No	Yes	No	No	No	6/10
1.6 cLXI Duratec	6.49	7.05	6.50	7.26	4cyl 1596cc	5M	99	146	175	11.2	12.3	No	No	Yes	Yes	No	No	Yes	No	No	No	6/10
1.6 Titanium Duratec	7.75	7.35	7.52	8.22	4cyl 1596cc	5M	99	146	175	11.2	12.3	Yes	Yes	Yes	Yes	Optional	No	Yes	Yes	Yes	No	6/10
1.4 LXI Duratorq	7.04	7.82	7.04	8.14	4cyl 1399cc	5M	67	160	155	17.1	16.1	No	No	No	No	No	No	Yes	No	No	No	6/10
1.4 Titanium Duratorq	7.48	8.29	7.48	9.61	4cyl 1399cc	5M	67	160	155	17.1	16.1	No	Yes	Yes	Yes	Optional	No	Yes	No	Yes	No	6/10

Endeavour: Big hunky old-school SUV, just revised. New interior and punchier engine lifts it up considerably.

TG Choice: *Go for the **2.5 4x2** and save Rs 3 lakh, as this SUV will mostly be used for highway driving.*

L: 506cm **W:** 178.8cm **H:** 178.8cm **Boot:** na **Fuel Tank:** 71 litre, **Ground Clearance:** 21cm **Also try:** Mitsubishi Pajero Sport, Toyota Fortuner

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
2.5L 4x2	20.01	21.29	20.01	24.82	4cyl 2499cc	5M	142	330	na	na	na	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	5/10
3.0L 4x2	19.50	22.89	19.41	26.63	4cyl 2953cc	5M	153	380	160	na	na	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	5/10
3.0L 4x4 AT	23.29	24.82	23.29	28.81	4cyl 2953cc	5A	153	380	165	13.86	8.3	Yes	Yes	Yes	Yes	Optional	Yes	Yes	Yes	Yes	Optional	5/10

Fiesta: The new Fiesta is a changed animal with its new Aston Martin-esque front end, but still familiar.

TG Choice: *The **1.5 diesel Titanium** equipped with all the frills is quite a package to reckon with.*

L: 429 cm **W:** 172cm **H:** 146.8cm **Boot:** 430litre **Fuel Tank:** 43 litre, **Ground Clearance:** 15.6cm **Also try:** Hyundai Verna, Honda City.

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
1.5 Ambiente D	na	7.69*	7.82*	na	4cyl 1498cc	5M	89	204	na	na	13	Yes	Yes	No	No	No	No	No	No	No	No	5/10
1.5 Trend D	na	8.55*	8.71*	na	4cyl 1498cc	5M	89	204	na	na	13	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No	No	5/10
1.5 Titanium D	9.46*	9.29*	9.46*	9.69*	4cyl 1498cc	5M	89	204	na	na	13	Yes	Yes	Yes	Yes	Optional	No	Yes	Yes	Yes	Optional	5/10

Figo: Not the best-styled hatch out there, but it worries everything from the tiny i10 to the premium Polo.

TG Choice: *The **1.4 diesel Titanium** is an honest-to-goodness car with great pricing, space and highway ability.*

L: 379cm **W:** 168cm **H:** 142.7cm **Boot:** 284litre **Fuel Tank:** 45 litre, **Ground Clearance:** 16.8cm **Also try:** Maruti Suzuki Swift, Fiat Punto, Volkswagen Polo.

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
1.2 LXi	3.96	4.30	3.96	5.34	4cyl 1196cc	5M	71	102	na	na	na	No	No	No	No	No	No	No	No	No	No	5/10
1.2 EXi	4.35	4.70	4.35	6.02	4cyl 1196cc	5M	71	102	na	na	na	No	No	Yes	No	Optional	No	Yes	No	No	No	5/10
1.2 ZXi	4.65	5.10	4.66	6.42	4cyl 1196cc	5M	71	102	na	na	na	No	No	Yes	No	Optional	No	Yes	No	No	No	5/10
1.2 Titanium	5.16	5.60	5.16	6.91	4cyl 1196cc	5M	71	102	na	na	na	Yes	Yes	Yes	No	Optional	No	Yes	Yes	Yes	No	5/10
1.4 LXi D	4.96	5.45	4.96	6.66	4cyl 1399cc	5M	68	160	150	14.62	14.1	No	No	No	No	No	No	No	No	No	No	5/10
1.4 EXi D	5.35	6.19	5.30	7.35	4cyl 1399cc	5M	68	160	150	14.62	14.1	No	No	Yes	No	Optional	No	Yes	No	No	No	5/10
1.4 ZXi D	5.67	6.28	5.73	7.74	4cyl 1399cc	5M	68	160	150	14.62	14.1	No	No	Yes	No	Optional	No	Yes	No	No	No	5/10
1.4 Titanium D	6.17	6.69	6.17	8.23	4cyl 1399cc	5M	68	160	150	14.62	14.1	Yes	Yes	Yes	No	Optional	No	Yes	No	No	No	5/10

EcoSport: This compact SUV will be a game changer for the company. Looks good and drives well too.

TG Choice: *The **EcoBoost Titanium +** gives you the right combination of performance and features.*

L: 399.5cm **W:** 176.5cm **H:** 170.8cm **Boot:** 346litre **Fuel Tank:** 52 litre, **Ground Clearance:** na **Also try:** Renault Duster, Nissan Terrano

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
1.5 Ambiente P	5.68	5.59*	5.68	8.80	4cyl 1499cc	5M	110	140	na	na	na	No	No	No	No	Optional	No	No	No	No	No	7/10
1.5 Trend P	6.61	6.5*	6.61	9.94	4cyl 1499cc	5M	110	140	na	na	na	No	No	Yes	No	Optional	No	Yes	No	No	No	7/10
1.5 Titanium P	7.64	7.51*	7.64	11.12	4cyl 1499cc	5M	110	140	na	na	na	No	No	Yes	Yes	Optional	No	Yes	No	No	Optional	7/10
1.5 Titanium P AT	8.60	8.45*	8.60	12.44	4cyl 1499cc	6A	110	140	na	13.75	12	Yes	Yes	Yes	No	Optional	No	Yes	Yes	Yes	Optional	7/10
1.0 Titanium P	8.04	7.90*	8.04	11.64	3cyl 999cc	5M	123	170	na	12.6	13.7	No	No	No	Yes	Optional	No	No	No	No	Optional	7/10
1.0 Titanium + P	8.43	8.29*	8.43	12.42	3cyl 999cc	5M	123	170	na	12.6	13.7	No	No	Yes	Yes	Optional	No	Yes	No	No	Optional	7/10
1.5 Ambiente D	6.81	6.69*	6.81	10.45	4cyl 1498cc	5M	90	204	na	13.24	15.1	No	No	Yes	No	Optional	No	Yes	No	No	No	7/10

Buyers Guide continued

*Indicates Ex-showroom prices for Mumbai and Delhi Yes No Optional Gadgets & Safety Guide

TOPGEAR NEW CAR GUIDE

◀ Ford continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
1.5 Trend D	7.74	7.61*	7.74	11.33	4cyl 1498cc	5M	90	204	na	13.24	15.1	✔	✔	✔	✖	●	✖	✔	✖	✖	✖	7/10
1.5 Titanium D	8.77	8.62*	8.77	12.64	4cyl 1498cc	5M	90	204	na	13.24	15.1	✖	✖	✔	✔	●	✖	✔	✖	✖	◀	7/10
1.5 Titanium + D	9.16	9.00*	9.16	13.37	4cyl 1498cc	5M	90	204	na	13.24	15.1	✔	✔	✔	✔	●	✖	✔	✖	✖	◀	7/10

HONDA

Dealers 80 **Warranty** 2yrs **Website** www.hondacarindia.com

Company description: *Enjoys a brand value only premium German cars can beat. City continues to dominate its segment.*

TG Awards: Family Car of the Year 2015: Honda Mobilio
'The Mobilio bridges the gap between looking snazzy and being practical'

Amaze: Honda's answer to Maruti's DZire. First oil-burning Honda to hit Indian shores

TG Choice: *The **VX i-DTEC** as it gets the much talked about diesel engine that's efficient and gets all the goodies too.*

L: 399cm **W:** 168cm **H:** 150.5cm **Boot:** 400 litres **Fuel Tank:** 35 litre, **Ground Clearance:** 16.5cm **Also try:** Maruti DZire, Chevrolet Sail, Toyota Etios

E	5.05	5.82	5.09	6.48	4cyl 1198cc	5M	87	109	na	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	7/10
S	5.74	6.56	5.79	7.38	4cyl 1198cc	5M	87	109	na	na	na	✖	✖	✔	✖	✔	✖	✔	✖	✖	✖	7/10
SX	6.09	7.12	6.14	8.02	4cyl 1198cc	5M	87	109	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	✖	7/10
VX	6.68	7.78	6.73	8.48	4cyl 1198cc	5M	87	109	na	na	na	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	7/10
S AT	6.75	7.85	6.80	8.57	4cyl 1198cc	5A	87	109	na	na	na	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	7/10
VX AT	7.61	8.79	7.69	9.55	4cyl 1198cc	5A	87	109	na	na	na	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	7/10
EX i-DTEC	6.41	7.16	6.45	8.30	4cyl 1498cc	5M	99	200	na	12.21	16.8	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	7/10
S i-DTEC	6.72	7.91	6.78	8.70	4cyl 1498cc	5M	99	200	na	12.21	16.8	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	7/10
SX i-DTEC	6.97	8.19	7.03	9.20	4cyl 1498cc	5M	99	200	na	12.21	16.8	✔	✔	✔	✔	✔	✔	✔	✔	✔	✖	7/10
VX i-DTEC	7.59	8.86	7.64	9.61	4cy l 1498cc	5M	99	200	na	12.21	16.8	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	7/10

City: Looks like a facelift but its all-new underneath. Brings in more space, features and upmarket feel.

TG Choice: V *gets you everything you would need and nothing you don't.*

L: 444cm **W:** 169.5cm **H:** 149.5cm **Boot:** 510L **Fuel Tank:** 40 litre, **Ground Clearance:** 165cm **Also try:** Skoda Rapid, VW Vento, Hyundai Verna, Maruti SX4

E	7.30	8.34	7.30	9.18	4cyl 1497cc	5M	117	145	na	na	na	✔	✔	✔	✖	✖	✖	✔	✖	✖	✖	7/10
S	7.96	9.04	7.96	9.94	4cyl 1497cc	5M	117	145	na	na	na	✔	✔	✔	✖	●	✖	✔	✖	✖	✖	7/10
SV	8.52	9.63	8.51	10.64	4cyl 1497cc	5M	117	145	na	na	na	✔	✔	✔	✖	●	✖	✔	✖	✔	✖	7/10
SV CVT	9.52	10.73	9.51	11.96	4cyl 1497cc	CVT	117	145	na	na	na	✔	✔	✔	✖	●	✖	✔	✖	✔	✖	6/10
V	9.06	10.24	9.06	11.33	4cyl 1497cc	5M	117	145	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	⊖	7/10
VX	10.01	11.27	10.01	12.58	4cyl 1497cc	5M	117	145	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	⊖	7/10
VX CVT	11.06	12.76	11.07	13.87	4cyl 1497cc	CVT	117	145	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	⊖	6/10
E i-DTEC	8.76	9.82	8.77	10.83	4cyl 1498cc	6M	99	200	na	na	na	✔	✔	✔	✖	✖	✖	✔	✖	✖	✖	7/10
S i-DTEC	9.39	10.53	9.40	11.61	4cyl 1498cc	6M	99	200	na	na	na	✔	✔	✔	✖	●	✖	✔	✖	✖	✖	7/10
SV i-DTEC	9.82	11.09	9.83	12.35	4cyl 1498cc	6M	99	200	na	na	na	✔	✔	✔	✖	●	✖	✔	✖	✔	✖	7/10
V i-DTEC	10.33	12.08	10.34	13.10	4cyl 1498cc	6M	99	200	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	⊖	7/10
VX i-DTEC	11.29	13.18	11.29	14.29	4cyl 1498cc	6M	99	200	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	⊖	7/10

Brio: A complete young family hatch, comes with an aggresive price tag.

TG Choice: *The **VX** should work well as it comes with all the features you'd want.*

L: 361cm **W:** 168cm **H:** 150cm **Boot:** Na **Fuel Tank:** 35 litre, **Ground Clearance:** 16.5cm **Also try:** Ford Figo, Chevrolet Beat, Maruti Ritz

E	4.10	4.71	4.11	5.26	4cyl 1198cc	5M	87	109	na	na	16.5	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	7/10
EX	4.30	4.93	4.30	5.52	4cyl 1198cc	5M	87	109	na	na	16.5	✖	✖	✔	✖	✔	✖	✔	✖	✖	✖	7/10
S	4.63	5.27	4.63	5.95	4cyl 1198cc	5M	87	109	na	na	16.5	✖	✖	✔	✖	✔	✖	✔	✖	✖	✖	7/10
V	5.05	5.68	5.06	6.36	4cyl 1198cc	5M	87	109	na	na	16.5	✖	✖	✔	✖	✔	✖	✔	✔	✔	✖	7/10
VX	5.35	6.02	5.37	6.82	4cyl 1198cc	5M	87	109	na	na	16.5	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	7/10
VX AT	6.12	7.03	6.14	7.76	4cy l 1198cc	5A	87	109	na	na	16.5	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	8/10

CR-V: Suave, comfortable, handles well and has a great engine. It has a terrific image as well.

Build: Assembled

TG Choice: *The **2L AT** is the pick of the lot, but where the hell is that diesel?*

L: 454.4cm **W:** 182cm **H:** 168.5cm **Boot:** na **Fuel Tank:** 58 litre, **Ground Clearance:** 17cm **Also try:** Chevrolet Captiva, Nissan X-Trail

2L MT	20.92	23.37	20.89	25.79	4cyl 1997cc	6M	154	190	na	11.44	9.15	✔	✔	✔	✔	✔	✔	✔	✔	✔	⊖	6/10
2L AT	21.94	24.51	21.91	27.91	4cyl 1997cc	5A	154	190	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	⊖	6/10
2.4L AT AVN	25.10	28.04	23.56	30.60	4cyl 2354cc	5A	187	226	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	6/10

Jazz: Tons of space on offer. Very practical, very versatile, not as premium on the inside as the Elite i20.

TG Choice: *Buy the **VX Petrol,** for it comes with everything: 'Magic Seats' included.*

L: 395.5cm **W:** 169.4cm **H:** 154.4cm **Boot:** 354 litre **Fuel Tank:** 40 litre **Ground Clearance:** 16.5cm **Also try:** Hyundai Elite i20, VW Polo

E Petrol	5.4	5.31*	5.41	6.41	4cyl 1199cc	5M	90	110	na	na	na	✖	✖	✔	✖	✖	✖	✔	✖	✖	✖	7/10
S Petrol	6.05	5.94*	6.05	7.15	4cyl 1199cc	5M	90	110	na	na	na	✖	✖	✔	✖	●	✖	✔	✖	✖	✖	7/10
SV Petrol	6.56	6.45*	6.56	7.75	4cyl 1199cc	5M	90	110	na	na	na	✔	✔	✔	✔	●	✖	✔	✖	✔	✖	7/10
V Petrol	6.93	6.8*	6.93	8.16	4cyl 1199cc	5M	90	110	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◀	7/10
VX Petrol	7.42	7.29*	7.42	8.73	4cyl 1199cc	5M	90	110	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◀	7/10
S Petrol CVT	7.1	6.99*	7.1	8.38	4cyl 1199cc	CVT	90	110	na	na	na	✖	✖	✔	✖	●	✖	✔	✖	✖	✖	7/10
V Petrol CVT	7.98	7.85*	7.98	9.39	4cyl 1199cc	CVT	90	110	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◀	7/10
E Diesel	6.63	6.5*	6.63	7.94	4cyl 1498cc	6M	98	200	na	na	na	✖	✖	✔	✖	✖	✖	✔	✖	✖	✖	7/10
S Diesel	7.28	7.14*	7.28	8.71	4cyl 1498cc	6M	98	200	na	na	na	✖	✖	✔	✖	●	✖	✔	✖	✖	✖	7/10
SV Diesel	7.79	7.65*	7.79	9.32	4cyl 1498cc	6M	98	200	na	na	na	✔	✔	✔	✔	●	✖	✔	✖	✔	✖	7/10
V Diesel	8.26	8.1*	8.26	9.85	4cyl 1498cc	6M	98	200	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◀	7/10
VX Diesel	8.75	8.59*	8.75	10.44	4cyl 1498cc	6M	98	200	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◀	7/10

Gadgets & Safety Guide ✔ Yes ✖ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai and Delhi

TOPGEAR NEW CAR GUIDE

◀ Honda continued

Mobilio: Honda's first shot at the budget MPV segment, the Mobilio sports a touch more design flair than the rest.

TG Choice: *The **S Diesel** is the one that has all the bases covered.*

L: 438cm **W:** 168cm **H:** 160.3cm **Boot:** Na **Fuel Tank:** 42 litre **Ground Clearance:** 18.9cm **Also try:** Maruti Ertiga, Chevrolet Enjoy

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
E	6.80	6.49*	6.83	8.26	4cyl 1497cc	5M	117	145	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	🔊	6/10
S	7.82	7.51*	7.85	9.50	4cyl 1497cc	5M	117	145	na	na	na	✗	✗	✗	✗	✓	✗	✓	✗	✗	🔊	6/10
V	9.06	8.77*	9.06	10.98	4cyl 1497cc	5M	117	145	na	na	na	✓	✓	✗	✗	✓	✗	✓	✗	✓	⊙	6/10
E Diesel	8.29	7.89*	8.25	10.16	4cyl 1498cc	5M	99	200	na	na	na	✗	✓	✗	✗	✗	✗	✓	✗	✗	🔊	7/10
S Diesel	9.01	8.60*	9.00	11.04	4cyl 1498cc	5M	99	200	na	na	na	✗	✓	✗	✗	✓	✗	✓	✗	✗	🔊	7/10
V Diesel	10.17	9.76*	10.18	12.53	4cyl 1498cc	5M	99	200	na	na	na	✓	✓	✗	✗	✓	✗	✓	✓	✓	⊙	7/10
RS	11.39	10.86*	11.31	13.86	4cyl 1498cc	5M	99	200	na	na	na	✓	✓	✗	✗	✓	✗	✓	✓	✓	⊙	7/10

HYUNDAI **Dealers** 240 **Warranty** 2yrs **Website** www.hyundai.co.in

Company description: *With the i10, i20 and the new Verna, their cars are actually scoring pretty high on the desirability quotient.*

TG Awards: ***Manufacturer of the Year 2015: Hyundai***
'Hyundai has reinforced its image as a manufacturer of feature-rich, value-for-money products'

NEW ENTRY

Hyundai Creta

A small SUV it may be, but the Creta isn't cheap in any sense of the word. The Duster has had it

Hyundai has adopted an aggressive approach with the Creta. It has a strong design language, plenty of space, loads of gizmos and drives better than most of its stablemates. The pricing strategy isn't quite as aggressive, though, and we think positioning it a tad lower would've helped the Korean giant shift more units out of showrooms.

Creta: A real rival to the Renault Duster. Could've been priced lower, but is still a sweet deal.

TG Choice: *The **SX+ 1.6 D Auto** is on the expensive side, but it offers a very good combination.*

L: 427cm **W:** 178cm **H:** 163cm **Boot:** na **Fuel Tank:** 45 litre **Ground Clearance:** 17cm **Also try:** Renault Duster, Nissan Terrano.

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Base 1.6 P	8.74	8.59*	8.69	10.50	4cyl 1591cc	6M	121	151	na	na	na	✗	✓	✓	✗	✗	✗	✓	✗	✗	✗	8/10
S 1.6 P	9.74	9.57*	9.69	11.75	4cyl 1591cc	6M	121	151	na	na	na	✗	✓	✓	✗	●	✗	✓	✗	✗	✗	8/10
SX+ 1.6 P	11.39	11.19*	11.34	13.7	4cyl 1591cc	6M	121	151	na	na	na	✓	✓	✓	✓	●	✗	✓	✓	✓	⊙	8/10
Base 1.4 D	9.63	9.46*	9.58	11.75	4cyl 1396cc	6M	88	220	na	na	na	✗	✓	✓	✗	✗	✗	✓	✗	✗	✗	8/10
S 1.4 D	10.6	10.42*	10.55	13.01	4cyl 1396cc	6M	88	220	na	na	na	✗	✓	✓	✗	●	✗	✓	✗	✗	✗	8/10
S+ 1.4 D	11.65	11.45*	11.6	14.25	4cyl 1396cc	6M	88	220	na	na	na	✓	✓	✓	✗	●	✗	✓	✓	✓	⊙	8/10
SX 1.6 D	11.8	11.59*	11.75	14.5	4cyl 1582cc	6M	126	260	na	na	na	✓	✓	✓	✓	●	✗	✓	✓	✓	⊙	8/10
SX+ 1.6 D	12.9	12.67*	12.85	15.8	4cyl 1582cc	6M	126	260	na	na	na	✓	✓	✓	✓	●	✗	✓	✓	✓	⊙	8/10
SX (O) 1.6 D	13.84	13.6*	13.79	16.93	4cyl 1582cc	6M	126	260	na	na	na	✓	✓	✓	✓	●	✗	✓	✓	✓	⊙	8/10
SX+ 1.6 D Auto	13.81	13.57*	13.76	16.92	4cyl 1582cc	6A	126	260	na	na	na	✓	✓	✓	✓	●	✗	✓	✓	✓	⊙	8/10

Eon: The Eon is an interesting little number. It has what you want from an entry-level city car, even if not in the best possible way.

TG Choice: ***Sportz*** *as it has all the features that a premium hatchback should get.*

L: 349.5cm **W:** 155cm **H:** 150cm **Boot:** 215 litre, **Fuel Tank:** 32 litre, **Ground Clearance:** 17 cm **Also try:** Chevrolet Spark, Maruti Alto

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
D-Lite	2.92	3.10	2.94	3.81	3cyl 814cc	5M	55	75	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10
D-Lite +	3.22	3.40	3.23	4.15	3cyl 814cc	5M	55	75	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10
Era +	3.37	3.60	3.38	4.31	3cyl 814cc	5M	55	75	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10
Magna +	3.67	3.90	3.69	4.67	3cyl 814cc	5M	55	75	na	na	na	✗	✗	✗	✗	✓	✗	✓	✗	✓	✗	5/10
Sportz	3.96	4.15	3.98	5.01	3cyl 814cc	5M	55	75	na	na	na	✓	✓	✓	✗	✓	✗	✓	✗	✓	✗	5/10
1.0 Magna	3.85	4.24	3.87	5.03	3cyl 998cc	5M	68	94	na	na	na	✓	✗	✓	✗	✓	✗	✓	✓	✓	✗	6/10

Elantra: Hyundai brings the Elantra back from the dead. Flamboyant and feature-rich. ***Build: Assembled***

TG Choice: ***SX Auto*** *as it gets all the bells and whistles and the convenience of an auto 'box.*

L:453cm **W:** 177.5cm **H:** 147cm **Boot:** 420 litre, **Fuel Tank:** 56 litre, **Ground Clearance:** 15 cm **Also try:** Chevrolet Cruze, VW Jetta, Toyota Corolla Altis

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
1.8 S VTVT	12.92	14.39	12.92	16.12	4cyl 1797cc	6M	147	177	na	na	na	✓	✓	✓	✓	●	✗	✓	✓	✗	⊙	6/10
1.8 SX VTVT	14.17	15.75	14.17	17.58	4cyl 1797cc	6M	147	177	na	na	na	✓	✓	✓	✓	●	✗	✓	✓	✓	⊙	6/10
1.8 SX AT VTVT	15.19	16.89	15.19	18.76	4cyl 1797cc	6A	147	177	na	na	na	✓	✓	✓	✓	●	✓	✓	✓	✓	⊙	6/10
1.6 L CRDi	13.32	15.15	13.33	16.96	4cyl 1582cc	6M	126	260	na	10.34	13.6	✓	✓	✓	✓	●	✗	✓	✓	✗	🔊	6/10
1.6 S CRDi	14.07	15.96	14.07	17.84	4cyl 1582cc	6M	126	260	na	10.34	13.6	✓	✓	✓	✓	●	✗	✓	✓	✓	⊙	6/10
1.6 SX CRDi	15.30	17.44	15.30	19.29	4cyl 1582cc	6M	126	260	na	10.34	13.6	✓	✓	✓	✓	●	✗	✓	✓	✓	⊙	6/10
1.6 SX AT CRDi	16.32	18.55	16.32	20.50	4cyl 1582cc	6A	126	260	190	11.37	12.2	✓	✓	✓	✓	●	✓	✓	✓	✓	⊙	6/10

Elite i20: The brand-new i20 is as good as most others in its class. A premium hatch in the truest sense of the term.

TG Choice: *The **Asta 1.4 D** makes for a good value for money offering considering it's a big diesel hatchback with lots of goodies.*

L: 398.5cm **W:** 173.4cm **H:** 150.5cm **Boot:** 295 litre **Fuel Tank:** 45 litre, **Ground Clearance:** 17cm **Also try:** VW Polo, Maruti Suzuki Swift.

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Era 1.2 P	4.98	4.90*	4.98	6.61	4cyl 1197cc	5M	82	115	na	na	na	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	7/10
Magna 1.2 P	5.51	5.42*	5.51	7.25	4cyl 1197cc	5M	82	115	na	15.5	na	✗	✗	✓	✗	●	✗	✓	✗	✗	✗	7/10
Sportz 1.2 P	6.04	5.94*	6.04	7.89	4cyl 1197cc	5M	82	115	na	15.5	na	✓	✓	✓	✓	●	✗	✓	✗	✓	⊙	7/10

Buyers Guide continued ▶

*Indicates Ex-showroom prices for Mumbai and Delhi ✓ Yes ✗ No ⊖ Optional Gadgets & Safety Guide

TOPGEAR NEW CAR GUIDE

◀ Hyundai continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Sportz (O) 1.2 P	6.36	6.25*	6.36	8.27	4cyl 1396cc	5M	82	115	na	11.91	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◉	7/10
Asta 1.2 P	6.58	6.47*	6.58	8.54	4cyl 1396cc	5M	82	115	na	11.91	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◉	7/10
Era 1.4 D	6.20	6.10*	6.20	8.16	4cyl 1396cc	6M	89	220	na	11.91	na	✖	✖	✔	✖	✖	✖	✔	✖	✖	✖	7/10
Magna 1.4 D	6.73	6.62*	6.73	8.81	4cyl 1396cc	6M	89	220	na	13.1	na	✖	✖	✔	✖	●	✖	✔	✖	✖	✖	7/10
Sportz 1.4 D	7.26	7.14*	7.26	9.46	4cyl 1396cc	6M	89	220	na	11.91	na	✔	✔	✔	✔	●	✖	✔	✖	✔	◉	7/10
Sportz (O) 1.4 D	7.58	7.45*	7.58	9.85	4cyl 1396cc	6M	89	220	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◉	7/10
Asta 1.4 D	7.80	7.67*	7.80	10.12	4cyl 1396cc	6M	89	220	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◉	7/10
Active 1.2 S P	7.80	7.67*	7.80	8.83	4cyl 1197cc	5M	82	115	na	na	na	✔	✔	✔	✖	●	✖	✔	✔	✔	◉	8/10
Active 1.4 SX D	7.80	7.67*	7.80	11.13	4cyl 1396cc	6M	89	220	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◉	8/10

Grand i10: Hyundai finds and fills a gap between the i10 and the i20, and this one fits the bill perfectly.

TG Choice: *The **Asta (O)** has some features that no other hatchback in the country gets.*

L: 376.5cm **W:** 166cm **H:** 152cm **Boot:** 235 litre **Fuel Tank:** 43 litre, **Ground Clearance:** na **Also try:** Maruti Swift, Nissan Micra.

Era	4.41	4.33*	4.41	5.82	4cyl 1197cc	5M	82	114	na	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	7/10
Era D	5.36	5.27*	5.36	7.03	3cyl 1120cc	5M	71	180	na	15.94	16.3	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	7/10
Magna	4.61	4.53*	4.61	6.05	4cyl 1197cc	5M	82	114	na	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✔	✖	7/10
Magna D	5.56	5.46*	5.56	7.26	3cyl 1120cc	5M	71	180	na	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✔	✖	7/10
Sportz	5.01	4.92*	5.01	6.51	4cyl 1197cc	5M	82	114	na	na	na	✖	✖	✔	✖	✔	✖	✔	✖	✔	◀	7/10
Sportz D	5.96	5.86*	5.96	7.74	3cyl 1120cc	5M	71	180	na	na	na	✖	✖	✔	✖	✔	✖	✔	✖	✔	◀	7/10
Asta (O)	5.61	5.51*	5.61	7.21	4cyl 1197cc	5M	82	114	na	na	na	⊖	⊖	✔	✖	●	✖	✔	✖	✔	◀	7/10
Asta D	6.56	6.45*	6.56	8.06	3cyl 1120cc	5M	71	180	na	na	na	⊖	⊖	✔	✖	●	✖	✔	✖	✔	◀	7/10

i10: Another excellent compact hatch from Hyundai. Massively practical, very sophisticated for such a small car.

TG Choice: *The **Magna 1.2** has the best combination of equipment and price*

L: 358.5cm **W:** 159.5cm **H:** 155cm **Boot:** 235litre **Fuel Tank:** 35 litre, **Ground Clearance:** 16.5cm **Also try:** Chevrolet Spark, Maruti Suzuki Wagon R, Datson Go

Era	4.19	4.49	4.20	5.14	4cyl 1086cc	5M	66	99	140	15.5	14	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	6/10
Magna	4.35	4.65	4.35	5.41	4cyl 1086cc	5M	66	99	140	15.5	14	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	6/10
Sportz	5.15	5.15	5.15	5.76	4cyl 1086cc	5M	66	99	na	na	na	✖	✖	✔	✖	✖	✖	✔	✖	✖	✖	6/10

Santa Fe: Hyundai takes the fight to Honda CR-V's door step. Also comes with diesel engine. *Build: Assembled*

TG Choice: *Go the whole hog and get the **4x4** and it's not that expensive either*

L: 469cm **W:** 188cm **H:** 169cm **Boot:** 969litre **Fuel Tank:** 64 litre, **Ground Clearance:** 18.5cm **Also try:** Honda CR-V, Renault Koleos

2WD MT	25.51	25.08*	25.51	33.33	4cyl 2199cc	6M	194	421	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10
2WD AT	26.34	25.89*	26.34	34.81	4cyl 2199cc	6A	194	436	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10
4WD AT	28.37	27.89*	28.38	37.36	4cyl 2199cc	6A	194	436	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10

4S Verna: Hyundai's champion mid-size warrior. Now with the power of four Ses

TG Choice: *The **Diesel manual** gives the best combination of power and economy. The Auto's nice in the city, though*

L: 437cm **W:** 170cm **H:** 145.7cm **Boot:** 465 litre **Fuel Tank:** 43 litre, **Ground Clearance:** Na **Also try:** Ford Fiesta, Honda City, VW Vento, Fiat Linea, Maruti SX4.

1.4 VTVT	7.36	7.99	7.36	9.43	4cyl 1396cc	5M	105	135	na	na	na	✖	✖	✔	✖	✔	✖	✔	✖	✔	✖	7/10
1.6 VTVT	8.30	8.85	8.30	10.77	4cyl 1591cc	5M	121	155	na	na	na	✔	✔	✔	✔	●	✖	✔	✖	✔	◉	7/10
1.6 SX VTVT	9.50	10.33	9.50	12.60	4cyl 1591cc	5M	121	155	na	11.4	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◉	7/10
1.6 S (O) VTVT AT	10.02	11.09	10.02	12.36	4cyl 1591cc	4A	121	155	na	11.4	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10
1.4 CRDi	8.62	9.55	9.40	11.04	4cyl 1396cc	6M	89	220	na	na	na	✖	✖	✔	✖	✔	✖	✔	✖	✔	✖	7/10
1.6 CRDi	8.29	10.65	9.66	12.63	4cyl 1582cc	6M	126	260	na	11.07	na	✔	✔	✔	✔	●	✖	✔	✖	✔	◉	7/10
1.6 SX CRDi	10.87	11.21	10.87	14.39	4cyl 1582cc	6M	126	260	na	11.07	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◉	7/10
1.6 SX (O) CRDi AT	11.61	13.15	11.61	15.27	4cyl 1582cc	4A	126	260	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10

Xcent: Hyundai has a go at the under-four metre sedan segment with the weirdly-named Xcent.

TG Choice: ***1.2 SX (O)*** *boasts of a smooth engine, a good gearbox, and it has all the features that you'd ever need.*

L: 399.5cm **W:** 166cm **H:** 152cm **Boot:** 470 litre **Fuel Tank:** na litre, **Ground Clearance:** na **Also try:** Maruti DZire, Honda Amaze

1.2 Kappa Base	4.69	4.69*	4.75	6.28	4cyl1197cc	5M	82	114	na	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	7/10
1.2 Kappa S	5.36	5.35*	5.42	7.08	4cyl1197cc	5M	82	114	na	na	na	✖	⊖	✔	✖	●	✖	✔	⊖	✔	◀	7/10
1.2 Kappa SX (O)	6.54	6.47*	6.59	8.50	4cyl1197cc	5M	82	114	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◉	7/10
1.2 Kappa SX (O) AT	7.27	7.22*	7.32	9.34	4cyl1197cc	4A	82	114	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◉	7/10
1.1 CRDi Base	5.64	5.60*	5.70	7.51	3cyl1197cc	5M	71	180	na	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	7/10
1.1 CRDi S	6.32	6.26*	6.37	8.34	3cyl1197cc	5M	71	180	na	na	na	✖	⊖	✔	✖	●	✖	✔	⊖	✔	◀	7/10
1.1 CRDi SX (O)	7.49	7.41*	7.55	9.78	3cyl1197cc	5M	71	180	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◉	7/10

ISUZU **Dealers** 23 **Warranty** na **Website** na

Company description: *Known for their low-cost, reliable diesel engines. Full local manufacture begins in 2015.*

TG Awards: **-**

MU-7: Think Fortuner, but not from Toyota. Lots of space and brute force. *Build: Assembled*

TG Choice: *They are importing it. So, there is only one option.*

L: 495.5cm **W:** 180.0cm **H:** 180.5cm **Boot:** na **Fuel Tank:** 76 litre, **Ground Clearance:** 21cm **Also try:** Toyota Fortuner

MU-7 High	22.31	21.95*	22.25	27.05	4cyl 2999cc	5M	161	360	na	na	na	✔	✔	✔	✖	●	✔	✔	✔	✔	◉	6/10
Automatic	na	na	na	28.06	4cyl 2999cc	4A	161	360	na	na	na	✔	✔	✔	✖	●	✔	✔	✔	✔	◉	-

Gadgets & Safety Guide ✔ Yes ✖ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai and Delhi

TOPGEAR NEW CAR GUIDE

Buyers Guide continued

JAGUAR

Dealers 5 **Warranty** na **Website** www.Jaguar.in

Company description: *Turning out brilliant driver's cars. The XF is lovely, and the new engines are as good as anything out there.*

TG Awards: ***Entertainer of the year 2015: F-Type R Coupe***
'It's the car that has brought Jaguar back'

XJ: British engineering at its finest, good option for buyers looking for a big non-German luxury sedan. *Build: Assembled*

TG Choice: *The **3.0L Diesel** as this car is more about luxury than sheer power.*

L: 525cm **W:** 210cm **H:** 145.7cm **Boot:** 520 litre **Fuel Tank:** 82 litre, **Ground Clearance:** NA **Also try:** BMW 7-Series, Audi A8, Mercedes-Benz S-Class.

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
3.0L Diesel Premium	96.49	94.8*	94.15	94.26*	6cyl 2993cc	8A	271	600	230	6.6	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	8/10
2.0L Petrol Portfolio	97.67	95.97	na	95.42*	4cyl 1999cc	8A	237	340	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	-
3.0L Diesel Portfolio	104	102	na	101*	6cyl 2993cc	8A	271	600	230	6.6	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	-

XF: This model has brought Jag to the same level as its German counterparts. It drives as good as it looks. *Build: Assembled*

TG Choice: *The **R 5.0** for those rare moments when you get to use all that power.*

L: 496cm **W:** 187.7cm **H:** 146cm **Boot:** 500 litre **Fuel Tank:** 70 litre, **Ground Clearance:** NA **Also try:** BMW 5-Series, Audi A6, Mercedes-Benz E-Class

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
2.2 D Luxury	51.44	50.54	na	50.01*	4cyl 2179cc	8A	188	450	250	9.31	12	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	7/10
3.0L D	59.90	58.86	65.77	58.32*	6cyl 2993cc	8A	272	600	250	7.1	7.8	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	8/10
2.0 P	51.12	50.23	na	49.69*	4cyl 1999cc	8A	237	340	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	7/10

XK: Recently face-lifted and the new engines make things better with the R version getting staggeringly fast. *Build: Import*

TG Choice: *Definitely the **Convertible** for that perfect pleasure drive.*

L: 539cm **W:** 212.5cm **H:** 131.2-132.9cm **Boot:** 374 litres **Fuel Tank:** 96 litres, **Ground Clearance:** NA **Also try:** Mercedes SL, Porsche 911

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
5.0L	94.18	100.4	95.39	150	8cyl 5000cc	6A	503	625	250	4.8	5.9	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	7/10
5.0L Convertible	99.9	104.6	101.2	159	8cyl 5000cc	6A	503	625	250	4.8	5.9	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	7/10
XKR-S	na	na	na	205	8cyl 5000cc	6A	543	680	300	4.4	5	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	8/10

F-Type: The F-Type continues the legacy of the E-Type, never mind the 50 year break between the two. *Build: Import*

TG Choice: *Go for the **V8** only for the sound. Don't forget to tick the Sport exhaust on the feature list.*

L: 447cm **W:** 192 cm **H:** 130.8-132.1cm **Boot:** 200 litres **Fuel Tank:** 72 litres, **Ground Clearance:** NA **Also try:** Mercedes SL, Porsche 911

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
V8 S Convertible	182	179*	181	179*	8cyl 5000cc	8A	488	625	250	4.19	5.35	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	7/10
R Coupe	190	186*	na	186*	8cyl 5000cc	8A	542	680	na	4.2	4.45	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	7/10

LAMBORGHINI

Dealers 1 **Warranty** na **Website** www.lamborghini.com

Company description: *Audi-owned Lambo is firing on all cylinders, with its strongest model range yet and enough attitude to keep devotees happy.*

TG Awards: ***Supercar of the Year 2015: Lamborghini Huracan***
'Lambo's engineers have, in every way, bettered what they are replacing'

Aventador: Stays true to its illustrious supercar heritage. Brute force meets top-notch luxury. *Build: Import*

TG Choice: *Depends on whether you care about your hairdo or not.*

L: 434.5cm **W:** 190cm **H:** 113.6cm **Boot:** na **Fuel Tank:** 90 litres, **Ground Clearance:** NA **Also try:** Riding a bull, Ferrari 599 GTB

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
LP700-4	na	370*	na	485*	12cyl 6500cc	7A	691	690	350	2.9	4.3	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	9/10
LP700-4 Roadster	na	477*	na	na	12cyl 6500cc	7A	691	690	350	3.0	4.3	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	9/10

Huracan: The successor to the hugely-popular Gallardo, the new baby Lambo packs an incredible punch. *Build: Import*

TG Choice: ***LP610-4*** *is the only one available, and we're not complaining.*

L: 434.5cm **W:** 190cm **H:** 116.5cm **Boot:** na **Fuel Tank:** 90 litres, **Ground Clearance:** NA **Also try:** Audi R8, Ferrari 458 Italia

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
LP610-4	na	343*	na	na	10cyl 5204cc	7A	602	540	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	8/10

LAND ROVER

Dealers 4 **Warranty** na **Website** www.landrover.com

Company description: *Builder of the best 4x4 by far? An old advertising slogan that's now coming true with the latest range of Landies.*

TG Awards: ***Luxury Car of the Year 2014: Range Rover Sport***
'The RR shuts out the world on the other side of the glass, no matter what terrain you're on'

Discovery 4: Thirsty but rather good-looking and fantastic all-round. *Build: Import*

TG Choice: *The **3.0** as there are no options available.*

L: 483cm **W:** 200.9cm **H:** 183.7cm **Boot:** 535 litres **Fuel Tank:** 84 litres, **Ground Clearance:** 18.5cm **Also try:** Mercedes-Benz M-Class, Volvo XC90, BMW X5

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Discovery 4 3.0 HSE	121	119*	63.14	119*	6cyl 2993cc	6A	245	600	180	8.99	6.7	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	9/10

Evoque: If looks could kill, the Range Rover Evoque would be a serial killer. *Build: Import*

TG Choice: *The **Dynamic** as it is a proper five-door and has a decently efficient engine.*

L: 435.5cm **W:** 212cm **H:** 160.5-163.5cm **Boot:** na **Fuel Tank:** na **Ground Clearance:** na **Also try:** Mercedes-Benz M-Class, Volvo XC60, BMW X5

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Pure	60.54	59.48*	45.75	48.73*	4cyl 2179cc	9A	188	420	na	9.8	10.5	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	7/10
Prestige	69	67.80*	52.95	56.21*	4cyl 2179cc	9A	188	420	na	9.8	10.5	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	7/10
Dynamic	68.69	67.49*	52.01	52.40*	4cyl 2179cc	9A	188	420	na	9.8	10.5	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	7/10
Dynamic Si4 (Coupe)	57.17	67.1	57.95	81.91	4cyl 1999cc	9A	238	340	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	7/10

Freelander 2: Your first ascent up the true blue off-roading hill. *Build: Assembled*

TG Choice: *The **2.2d HSE** as this might be a crossover but can still handle off-road very well.*

L: 450 cm **W:** 219.5 cm **H:** 174cm **Boot:** 755 litres **Fuel Tank:** 68 litres, **Ground Clearance:** 21cm **Also try:** BMW X3, Audi Q5, Volvo XC60

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
2.2d SE	46.23	45.42*	na	44.87*	4cyl 2179cc	6A	150	420	179	10.69	11.5	✔	✔	✔	✔	●	✖	✔	✔	✔	⊖	7/10

Buyers Guide continued

*Indicates Ex-showroom prices for Mumbai and Delhi ✔ Yes ✖ No ⊖ Optional Gadgets & Safety Guide

TOPGEAR NEW CAR GUIDE

◀ Land Rover continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
2.2d HSE	51.92	51.01*	na	50.46*	4cyl 2179cc	6A	190	420	181	9.76	8.9	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	8/10

Range Rover: Still the Rolls-Royce of the SUVs. Now, in a much lighter avatar, with a much heavier price tag. *Build: Import*

TG Choice: 4.4L SDV8 Autobiography, *as you get loads of torque to play with and all the gizmos under the sun.*

L: 499.9cm **W:** 207.3cm **H:** 183.5cm **Boot:** na **Fuel Tank:** 105 litres, **Ground Clearance:** na **Also try:** Audi Q7, Mercedes GL Class, BMW X5, Porsche Cayenne

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
3.0 TDV6	184	181	na	181*	6cyl 2993cc	8A	244	600	215	7.9	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	8/10
4.4 L SDV8 Vogue LWB	260	256*	na	256*	8cyl 4367cc	8A	335	740	215	7.21	8.4	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	8/10
4.4 SDV8 Autobiography LWB	271	266*	na	266*	8cyl 4367cc	8A	335	740	215	7.21	8.4	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	8/10
5.0L V8 Supercharged	279	274*	na	274*	8cyl 4999cc	8A	503	625	230	5.4	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	8/10

Range Rover Sport: Rangie's smaller, sportier brother – more practical and clever, but not quite as charming. *Build: Import*

TG Choice: *The **5.0L Supercharged** to smoke the other cars between red-light drag races.*

L: 479cm **W:** 193cm **H:** 178cm **Boot:** na **Fuel Tank:** 84 litres, **Ground Clearance:** 22.7cm **Also try:** Audi Q7, Mercedes-Benz GL-Class

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
3.0L SDV6 HSE	153	150*	na	150*	6cyl 2993cc	8A	288	600	208	8.6	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	8/10
5.0L V8 Supercharged	177	173*	na	173*	8cyl 4999cc	8A	503	680	222	7.4	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	9/10

MAHINDRA

Dealers 150 **Warranty** 1 year, unlimited km **Website** www.mahindra.com

Company description: *Crossed the fence from crude to refined. They do look intent on making it big on the world stage over the decade.*

TG Awards: ***People's SUV of the Year 2015: Scorpio*** 'The third-generation Scorpio is a marked improvement over the car it replaces and looks set to continue Mahindra's sweet SUV run'

Bolero: Dinosaur bones, but surprisingly competent. Cheap, rugged, but cramped.

TG Choice: *The **SLE** as economy works best on a utility vehicle.*

L: 410.7cm **W:** 174.5cm **H:** 188cm **Boot:** na **Fuel Tank:** 50 litres, **Ground Clearance:** 18cm **Also try:** Tata Sumo Victa

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
SLE	6.99	7.06	6.88	8.62	4cyl 2523cc	5M	63	195	132	27.6	11.5	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	5/10
SLX	7.50	7.58	7.38	9.25	4cyl 2523cc	5M	63	195	132	27.6	11.5	✖	✖	✔	✖	✖	✖	✔	✖	✖	✖	3/10
ZLX	7.66	7.75	6.54	9.44	4cyl 2523cc	5M	63	195	132	27.6	11.5	✖	✖	✔	✖	✖	✖	✔	✖	✖	✖	3/10

e2o: If you're the kind who loves the Arctic icebergs and is concerned about global warming, this one is for you.

TG Choice: *The **T2** as it has space-age toys to play with.*

L: 328cm **W:** 151cm **H:** 156cm **Boot:** na **Fuel Tank:** na, **Ground Clearance:** 18cm **Also try:** Trikke

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
T01	na	6.44	4.99	5.33	3-phase DC	AT	25	53	80	na	na	✖	✖	✔	✖	✖	✖	✔	✖	✖	✖	5/10
T2	na	6.75	5.55	6.30	3-phase DC	AT	25	53	80	na	na	✖	✖	✔	✖	●	✖	✔	✖	✖	⊖	5/10

Quanto: Based on the Ingenio platform, the Quanto is the Xylo's baby-brother. Still ferries seven, albeit at a pinch.

TG Choice: *The **C8** as it gets all the goodies that you'd want in your compact SUV.*

L: na **W:** na **H:** na **Boot:** na **Fuel Tank:** 55 litres, **Ground Clearance:** 18cm **Also try:** Premier Rio

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
C2	6.42	5.99*	6.38	7.90	3cyl 1493cc	5M	100	240	145	15.36	13.7	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	6/10
C4	6.95	6.53*	6.92	8.55	3cyl 1493cc	5M	100	240	145	15.36	13.7	✖	✖	✔	✖	✖	✖	✔	✖	✖	✖	6/10
C6	7.40	7.05*	7.37	9.10	3cyl 1493cc	5M	100	240	145	15.36	13.7	✖	✔	✔	✖	✔	✖	✔	✖	✔	✖	6/10
C8	7.90	7.57*	7.87	9.70	3cyl 1493cc	5M	100	240	145	15.36	13.7	✔	✔	✔	✖	✔	✖	✔	✔	✔	◀	6/10

Scorpio: Ever-improving SUV offers great value, excellent practicality for India and now-decent road manners. Top car.

TG Choice: *The **S8** as it provides good value for money.*

L: 443cm **W:** 181.7cm **H:** 197.5cm **Boot:** na **Fuel Tank:** 60 litres **Ground Clearance:** 18cm **Also try:** Tata Sumo Grande, Tata Safari Storme

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
S2	8.43	8.40*	8.30	10.1	4cyl 2523cc	5M	75	200	na	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	-
S4	9.07	8.99*	8.95	10.87	4cyl 2179cc	5M	120	280	na	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	7/10
S6	10.15	10.15*	10.14	12.43	4cyl 2179cc	5M	120	280	na	na	na	✖	✔	✔	✖	✔	✖	✔	✖	✖	✖	7/10
S6+	10.43	10.43*	10.43	10.04*	4cyl 2179cc	5M	120	280	na	na	na	✔	✔	✔	✖	✔	✖	✔	✖	✖	✖	7/10
S8	11.40	11.32*	11.28	13.77	4cyl 2179cc	5M	120	280	na	na	na	✔	✔	✔	✖	✔	✖	✔	✔	✔	◀	7/10
S10	12.04	11.95*	11.92	14.53	4cyl 2179cc	5M	120	280	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◀	7/10
S10 4x2 Auto	13.24	13.13*	13.12	15.86	4cyl 2179cc	6A	120	280	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◀	7/10
S10 4x4 Auto	14.47	14.32*	14.34	17.3	4cyl 2179cc	6A	120	280	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◀	7/10

Thar: Old-school SUV with a go-anywhere attitude.

TG Choice: *No choices, but it now comes with an aircon.*

L: 392cm **W:** 172.6cm **H:** 193cm **Boot:** na **Fuel Tank:** 60 litres **Ground Clearance:** 21cm **Also try:** Force Gurkha

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
CRDe	8.31	8.25*	8.29	9.78	4cyl 2498cc	5M	105	247	138	15.2	na	✖	✖	✖	✖	✖	✔	✖	✔	✖	✖	5/10

Verito: Spacious, solid and a super ride. To top that, it comes with mouth-watering price tags.

TG Choice: *The **1.5 D2** has a good diesel engine, which is low on maintenance and easy on the pocket.*

L: 424.7cm **W:** 174cm **H:** 154cm **Boot:** 510 litres **Fuel Tank:** 50 litres, **Ground Clearance:** 17.2cm **Also try:** Maruti Suzuki Swift DZire, Tata Indigo

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
1.5 D2	6.44	6.33	6.39	7.77	4cyl 1461cc	5M	65	160	165	17.4	18.9	✖	✖	✖	✖	✖	✔	✖	✖	✔	✖	6/10
1.5 D6	7.35	7.45	7.29	8.84	4cyl 1461cc	5M	65	160	165	17.4	18.9	✖	✔	✔	✖	✖	✔	✔	✖	✔	✖	6/10

Verito Vibe: A Verito minus the boot. But don't mistake it for a hatch, it's a super-compact sedan with 330litres of boot space.

TG Choice: *The **1.5 D2** has a good diesel engine and easy on the pocket.*

L: 399cm **W:** 174cm **H:** 154cm **Boot:** 330 litres **Fuel Tank:** 50 litres, **Ground Clearance:** 17.2cm **Also try:** VW Polo, Maruti Swift

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
D2	5.73	5.69*	5.68	6.88	4cyl 1461cc	5M	64	160	na	na	na	✖	✖	✖	✖	✖	✔	✖	✖	✔	✖	5/10
D4	6.00	5.95*	5.94	7.19	4cyl 1461cc	5M	64	160	na	na	na	✖	✖	✔	✖	✖	✔	✔	✖	✔	✖	5/10
D6	6.60	6.55*	6.54	7.95	4cyl 1461cc	5M	64	160	na	16.57	14	✖	✖	✔	✖	✖	✔	✔	✖	✔	✖	5/10

Gadgets & Safety Guide ✔ Yes ✖ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai and Delhi

TOPGEAR NEW CAR GUIDE

◀ Mahindra continued

XUV 500: Its heart is in the right place, but the dynamic chinks need ironing out.

TG Choice: W8 AWD *as it comes with feature list that runs in to multiple pages and it manages to do that at a mind-blowing price tag.*

L: 450cm **W:** 185cm **H:** 178.5cm **Boot:** na **Fuel Tank:** 55 litres, **Ground Clearance:** 18.6cm **Also try:** Tata Aria, Tata Safari Storme

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
W4	11.34	11.20*	11.34	11.12*	4cyl 2179cc	6M	140	330	190	12.3	11	✔	✔	✔	✖	✔	✖	✔	✖	✖	✖	7/10
W6	12.54	12.47*	12.55	12.30*	4cyl 2179cc	6M	140	330	190	12.3	11	✔	✔	✔	✔	●	✖	✔	✖	✔	◐	7/10
W8	14.27	14.17*	14.27	14*	4cyl 2179cc	6M	140	330	190	12.3	11	✔	✔	✔	✔	●	✔	✔	✔	✔	◐	7/10
W8 AWD	15.14	14.99*	15.14	14.84*	4cyl 2179cc	6M	140	330	180	13.1	10.8	✔	✔	✔	✔	●	✔	✔	✔	✔	◐	7/10
W10	15.10	14.99*	15.10	14.82*	4cyl 2179cc	6M	140	330	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	○	7/10
W10 AWD	16.15	15.99*	16.15	15.84*	4cyl 2179cc	6M	140	330	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	○	7/10

Xylo: Innova-slayer with the sedan market in sight. Big, spacious and value-for-money

TG Choice: D2 *as it will be more of a people mover than your personal set of wheels.*

L: 450cm **W:** 185cm **H:** na **Boot:** na **Fuel Tank:** 55 litres, **Ground Clearance:** 18.6cm **Also try:** Toyota Innova, Tata Sumo Victa

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
D2	7.81	8.43	7.77	9.51	4cyl 2489cc	5M	95	220	155	na	na	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	6/10
D4	8.24	9.11	8.19	10	4cyl 2489cc	5M	95	220	155	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	6/10
H4	8.38	9.74	8.43	10.55	4cyl 2179cc	5M	122	280	155	15.2	na	✖	✖	✖	✖	✔	✖	✔	✖	✔	✖	6/10
H8	9.49	10.21	9.56	12.14	4cyl 2179cc	5M	122	280	155	15.2	na	✖	✔	✔	✖	✔	✖	✔	✖	✔	◐	6/10
H9	10.86	12.06	10.82	13.62	4cyl 2179cc	5M	122	280	155	15.2	na	✔	✔	✔	✖	✔	✔	✔	✔	✔	◐	6/10

MARUTI SUZUKI **Dealers** 1127 **Warranty** 2 **Website** www.marutisuzuki.com

Company description: *A brand most Indians trust more than they do their spouses. And for good reason. Cars are good. Service and support, brilliant.*

TG Awards: Idea of the year 2015: Alto K10 AGS
'With the addition of the automated manual, the K10 is as easy to use as a Nokia 3310.'

Alto 800: Maruti's idea of cheap transportation. Gets the tried-and-tested engine and Alto's platform

TG Choice: *The **LXi** as power steering and air-con is a must in the city.*

L: 339.5cm **W:** 147.5cm **H:** 147.5cm **Boot:** 117 litre **Fuel Tank:** 35 litres, **Ground Clearance:** 16cm **Also try:** Tata Nano, Chevrolet Spark, Hyundai Eon

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Std	2.62	2.49	2.65	2.70	3cyl 796cc	5M	47	69	na	18	16	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	5/10
LX	2.99	2.86	3.02	3.08	3cyl 796cc	5M	47	69	na	18	16	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	5/10
LXi	3.21	3.08	3.25	3.31	3cyl 796cc	5M	47	69	na	18	16	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	5/10

Alto K10: New engine and transmission mean you can say 'Alto' and 'performance' in the same sentence.

TG Choice: *The **VXi** gives good bang for your buck.*

L: 354.5cm **W:** 151.5cm **H:** 147.5cm **Boot:** na **Fuel Tank:** 35 litres, **Ground Clearance:** 16cm **Also try:** Hyundai Eon

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
LXi	3.47	3.33	3.51	3.57	3cyl 998cc	5M	67	90	na	na	na	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	7/10
VXI	3.64	3.50	3.68	3.74	3cyl 998cc	5M	67	90	na	na	na	✖	✖	✖	✖	✔	✖	✔	✖	✖	✖	7/10
VXi AGS	4.14	3.99	4.18	4.26	3cyl 998cc	5A	67	90	na	na	na	✖	✖	✖	✖	✔	✖	✔	✖	✖	✖	7/10

Ciaz: Maruti's answer to the Citys and the Vernas of the world. Available in petrol and diesel, manual and automatic guises.

TG Choice: *The **VDi +** is a very well-equipped variant, at a very reasonable price.*

L: 449cm **W:** 173cm **H:** 148.5cm **Boot:** 510 litre **Fuel Tank:** 43 litres, **Ground Clearance:** 17cm **Also try:** Hyundai Verna, Honda City, Volkswagen Vento

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
VXi	7.58	7.17	7.54	7.65	4cyl 1373cc	5M	91	130	na	na	na	✖	✖	✔	✖	✔	✖	✔	✖	✖	✖	7/10
ZXi	8.88	8.45	8.84	8.95	4cyl 1373cc	5M	91	130	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	○	7/10
ZXi AT	9.98	9.58	9.99	10.14	4cyl 1373cc	4A	91	130	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	○	7/10
VDi	8.68	8.25	8.64	8.78	4cyl 1248cc	5M	89	200	na	na	na	✖	✖	✔	✖	✔	✖	✔	✖	✖	✖	7/10
VDi +	9.29	8.85	9.25	9.41	4cyl 1248cc	5M	89	200	na	na	na	✔	✔	✔	✔	●	✖	✔	✖	✔	◐	7/10
ZDi (O)	10.51	10.05	10.47	10.63	4cyl 1248cc	5M	89	200	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	○	7/10

Celerio: Another no-frills commuter from Maruti. But there's a pleasant surprise this time – an automated manual gearbox.

TG Choice: *The **VXi AGS** will, in most cases, be your first time with an auto. And now, there's a diesel, too.*

L: 360cm **W:** 160cm **H:** 156cm **Boot:** 235 litre **Fuel Tank:** 35 litres, **Ground Clearance:** 16.5cm **Also try:** Hyundai Grand i10

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
LXI	4.01	3.90	4.03	4.10	3cyl 998cc	5M	67	90	na	na	na	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	7/10
LXI AGS	4.52	4.40	4.53	4.63	3cyl 998cc	5A	67	90	na	na	na	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	7/10
VXI	4.27	4.20	4.32	4.42	3cyl 998cc	5M	67	90	na	na	na	✖	✖	✖	✖	✔	✖	✔	✖	✖	✖	7/10
VXI AGS	4.78	4.70	4.83	4.94	3cyl 998cc	5A	67	90	na	na	na	✖	✖	✖	✖	✔	✖	✔	✖	✖	✖	7/10
ZXI	4.58	4.50	4.63	4.73	3cyl 998cc	5M	67	90	na	na	na	✖	✖	✖	✖	●	✖	✔	✔	✔	✖	7/10
ZXI (O)	5.05	4.96	5.10	5.21	3cyl 998cc	5A	67	90	na	na	na	✔	✔	✔	✖	●	✖	✔	✔	✔	✖	7/10
LDI	4.78	4.65*	4.79	5.72	2cyl 793cc	5M	48	125	na	na	na	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	7/10
VDI	5.04	4.95*	5.09	6.07	2cyl 793cc	5M	48	125	na	na	na	✖	✖	✖	✖	✔	✖	✔	✖	✖	✖	7/10
ZDI	5.34	5.25*	5.39	6.43	2cyl 793cc	5M	48	125	na	na	na	✖	✖	✖	✖	●	✖	✔	✔	✔	✖	7/10
ZDI (O)	5.81	5.71*	5.86	6.98	2cyl 793cc	5M	48	125	na	na	na	✔	✔	✔	✖	●	✖	✔	✔	✔	✖	7/10

Eeco: Don't let the marketing gimmick fool you. The Eeco is a stripped-down Versa at a rock-bottom price.

TG Choice: 5STR AC*, you deserve to be treated like royalty.*

L: 367.5 cm **W:** 174 cm **H:** 180cm **Boot:** 147.5 litres **Fuel Tank:** 40 litres, **Ground Clearance:** 16cm **Also try:** Watching the IPL instead on a dull evening

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
5 STR AC	3.73	3.12	3.69	3.67	4cyl 1196cc	5M	73	101	na	na	na	✖	✖	✖	✖	✖	✔	✔	✖	✖	✖	3/10
7 STR	3.59	na	3.56	3.54	4cyl 1196cc	5M	73	101	na	na	na	✖	✖	✖	✖	✖	✔	✔	✖	✖	✖	3/10

Ertiga: Maruti jumps on the people-mover bandwagon with the Ertiga. Drives like a car, seats seven and it's compact.

TG Choice: *The **ZXi**. as it's actually fun to drive, perfect for those spirited white-van drivers.*

L: 426.5 cm **W:** 169.5 cm **H:** 168.5cm **Boot:** na **Fuel Tank:** 45 litres, **Ground Clearance:** 18.5cm **Also try:** Mahindra Xylo, Toyota Innova

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
LXi	6.45	5.99	6.42	6.45	4cyl 1373cc	5M	94	130	na	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✔	✖	7/10

Buyers Guide continued ▶

*Indicates Ex-showroom prices for Mumbai and Delhi ✔ Yes ✖ No ⊖ Optional Gadgets & Safety Guide

TOPGEAR NEW CAR GUIDE

◀ Maruti Suzuki continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
VXi	7.17	6.79	7.13	7.19	4cyl 1373cc	5M	94	130	na	na	na	✗	–	✓	✗	✓	✗	✓	✗	✓	✗	7/10
ZXi	7.99	7.59	7.95	8.00	4cyl 1373cc	5M	94	130	na	na	na	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	7/10
LDi	7.85	7.41	7.82	7.90	4cyl 1248cc	5M	88	200	165	12.7	13.5	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	7/10
VDi	8.51	8.06	8.47	8.57	4cyl 1248cc	5M	88	200	165	12.7	13.5	✗	–	✓	✗	✓	✗	✓	✗	✓	✗	7/10
ZDi	9.18	8.72	9.14	9.23	4cyl 1248cc	5M	88	200	165	12.7	13.5	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗	7/10

Ritz: If there's ever a fill-it-shut-it-forget-it car, this is it.

TG Choice: *The **VDi** . As there is no ZDi variant for the Ritz.*

L: 371.5cm **W:** 168cm **H:** 162cm **Boot:** 178 litre **Fuel Tank:** 43 litres, **Ground Clearance:** 17cm **Also try:** Ford Figo, Chevrolet Beat

LXi	4.57	4.38	4.58	4.67	4cyl 1198cc	5M	85	113	na	13.8	na	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	5/10
VXi	4.93	4.78	4.95	5.04	4cyl 1198cc	5M	85	113	na	13.8	na	✗	–	✓	✗	✗	✓	✓	✗	✓	✗	5/10
ZXi	5.56	5.38	5.60	5.70	4cyl 1198cc	5M	85	113	na	13.8	na	✓	✓	✓	✓	✗	✓	✓	✓	✓	✗	5/10
LDi	5.65	5.46	5.65	5.73	4cyl 1248cc	5M	74	190	na	14.6	16	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	5/10
VDi	5.99	5.79	5.83	6.07	4cyl 1248cc	5M	74	190	na	14.6	16	✗	–	✓	✗	✗	✓	✓	✗	✓	✗	5/10

Swift: The most popular Maruti ever. Looks fab, drives well, has two great engines and lots of equipment.

TG Choice: *ZXI as it offers all the safety features not found in the diesel variant.*

L: 385cm **W:** 169.5cm **H:** 153cm **Boot:** 204 litre **Fuel Tank:** 42 litres, **Ground Clearance:** 17cm **Also try:** Chevrolet Sail U-VA, Hyundai i20

LXi	4.72	4.58	4.73	4.82	4cyl 1197cc	5M	83	115	160	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	6/10
VXi	5.41	5.31	5.42	5.52	4cyl 1197cc	5M	83	115	160	na	na	✓	✓	✗	✗	✗	✗	✓	✗	✓	✗	6/10
ZXi	6.34	6.16	6.35	6.48	4cyl 1197cc	5M	83	115	160	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	✗	6/10
LDi	5.96	5.76	5.91	6.07	4cyl 1248cc	5M	74	190	160	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10
VDi	6.57	6.22	6.55	6.69	4cyl 1248cc	5M	74	190	160	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	5/10
ZDi	7.40	7.20	7.41	7.54	4cyl 1248cc	5M	74	190	160	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	✗	5/10

Swift DZire: Recently refreshed, looks better but reduces some of its boot space.

TG Choice: *ZDI as it has a frugal yet powerful powerplant and comes with a set of safety features.*

L: 399.5cm **W:** 169.5cm **H:** 155.5cm **Boot:** 316 litre **Fuel Tank:** 42 litres, **Ground Clearance:** 17cm **Also try:** Mahindra Verito, Tata Indigo, Nissan Sunny

LXi	5.12	5.08	5.16	5.36	4cyl 1197cc	5M	86	114	160	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10
VXi	5.87	5.85	5.92	6.10	4cyl 1197cc	5M	86	114	160	na	na	✗	✗	✓	✗	✓	✗	✓	✗	✓	✗	5/10
VXI AT	6.71	6.67	6.77	6.93	4cyl 1197cc	4A	86	114	155	14.8	10.5	✗	✓	✓	✓	✓	✗	✓	✗	✓	✗	4/10
ZXi	6.84	6.80	6.87	7.08	4cyl 1197cc	5M	86	114	160	na	na	✓	✓	✓	✓	✓	✗	✓	✓	✓	✗	5/10
LDi	6.40	5.99	6.43	6.65	4cyl 1248cc	5M	74	190	160	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	6/10
VDi	6.91	6.85	6.97	7.16	4cyl 1248cc	5M	74	190	160	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	6/10
ZDi	7.89	7.81	7.93	8.12	4cyl 1248cc	5M	74	190	160	na	na	✗	✓	✓	✓	✓	✗	✓	✓	✓	✗	6/10

Wagon R: More spacious than its predecessor and much nicer to look at. Definitely for the family man... or woman

TG Choice: *The **VXI** offers features available in more expensive cars at a reasonable price.*

L: 359.5cm **W:** 147.5cm **H:** 167cm **Boot:** na **Fuel Tank:** 35 litres, **Ground Clearance:** 16.5cm **Also try:** Chevrolet Spark, Hyundai Santro Xing

LX	3.86	3.67	3.87	3.85	3cyl 998cc	5M	67	90	155	15.4	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10
Lxi	4.13	4.00	4.14	4.22	3cyl 998cc	5M	67	90	155	15.4	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10
Vxi	4.35	4.25	4.39	4.48	3cyl 998cc	5M	67	90	155	15.4	na	–	–	✓	✗	✗	✗	✓	✗	✓	✗	5/10
Stingray LXi	4.33	4.19	4.34	4.42	3cyl 998cc	5M	67	90	155	15.4	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10
Stingray Vxi	4.57	4.47	4.61	4.71	3cyl 998cc	5M	67	90	155	15.4	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10
Stingray Vxi (O)	4.86	4.76	4.91	5.02	3cyl 998cc	5M	67	90	155	15.4	na	–	–	✓	✗	✗	✗	✓	✗	✓	✗	5/10

MERCEDES-BENZ

Dealers 64 **Warranty** 3yrs **Website** www.mercedes-benz.co.in

Company description: *The men from Stuttgart are on a roll. A truckload of products have arrived in the recent past, and many more are on their way*

TG Awards: ***Luxury Car of the Year 2015: S-Class***
'The S-Class has been the choice of tycoons and dictators for over half a century'

A-Class: Merc's newest offering is dressed to kill. Now the stepping stone to Benz ownership. ***Build: Import***

TG Choice: *The **A 180 Sport**, as it's got enough go to match the show.*

L: 429.2cm **W:** 178cm **H:** 143.3cm **Boot:** 341litres **Fuel Tank:** 50 litres, **Ground Clearance:** na **Also try:** Fiat 500, Mini Cooper

A 180 Sport	33.96	31.10	35.26	35.23	4cyl 1595cc	7A	121	200	na	9.85	12.8	✓	✓	✓	✓	●	✓	✓	✓	✓	◎	8/10
A 200 CDI Sport	35.18	32.93	36.95	36.53	4cyl 2143cc	7A	134	300	na	9.9	14	✓	✓	✓	✓	●	✓	✓	✓	✓	◎	7/10

B-Class: Merc's B-Class is ultimately a large luxury hatchback. Now a more practical alternative to the A-Class. ***Build: Import***

TG Choice: *The **B 180 Sport**, as it has the same equipment as the B 180 but comes with Sport pack enhancements.*

L: 435.9cm **W:** 178.6cm **H:** 155.7cm **Boot:** 486litres **Fuel Tank:** 50 litres, **Ground Clearance:** 18cm **Also try:** Audi Q3, BMW X1

B 200 CDI Sport	37.63	35.22	39.33	38.28	4cyl 2143cc	7A	134	300	210	9.36	14	✓	✓	✓	✓	●	✓	✓	✓	✓	◎	6/10
B 180 Sport	36.41	33.34	37.80	36.98	4cyl 1595cc	7A	120	200	200	10.5	10.3	✓	✓	✓	✓	●	✓	✓	✓	✓	◎	6/10

C-Class: Excellent new C-Class returns to traditional Merc values and quality. As soothing as a champagne jacuzzi. ***Build: Assembled***

TG Choice: *The **C 220 CDI Avantgarde** is the one to go for.*

L: 468.6cm **W:** 181cm **H:** 144.2cm **Boot:** 480litres **Fuel Tank:** NA, **Ground Clearance:** NA **Also try:** Audi A4, BMW 3-Series

C 200 Avantgarde	51.38	46.50	53.38	48.80	4cyl 1991cc	7A	181	300	na	na	na	✓	✓	✓	✓	●	✓	✓	✓	✓	◎	8/10
C 220 CDI Style	49.18	46.50	51.09	48.38	4cyl 2143cc	7A	168	400	na	8.22	15	✓	✓	✓	✓	●	✓	✓	✓	✓	◎	8/10
C 220 CDI Avantgarde	52.85	49.93	54.91	52.28	4cyl 2143cc	7A	168	400	na	8.22	15	✓	✓	✓	✓	●	✓	✓	✓	✓	◎	8/10

CLA-Class: Looks smashing. AMG-fettled version powered by the most powerful four-pot in production. Also, looks smashing. ***Build: Import***

TG Choice: *If you want something sensible, the **200 CDI Sport.** Don't give a flying firetruck? The **45 AMG** is for you.*

L: 469cm **W:** 177cm **H:** 141.6cm **Boot:** 470litres **Fuel Tank:** 56 litres **Ground Clearance:** na **Also try:** Audi A3

200 Sport	43.19	39.85	46.01	42.99	4cyl 1991cc	7A	181	300	na	na	na	✓	✓	✓	✓	●	✓	✓	✓	✓	◎	8/10

Gadgets & Safety Guide ✓ Yes ✗ No – Optional *Indicates Ex-showroom prices for Mumbai and Delhi

TOPGEAR NEW CAR GUIDE

◀ Mercedes-Benz continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
200 CDI Sport	44.29	41.76	44.86	43.97	4cyl 2143cc	7A	134	300	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	8/10
200 CDI Style	38.91	36.70	40.41	41.06	4cyl 2143cc	7A	134	300	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	8/10
CLA45 AMG	87.24	78.90	91.78	89.53	4cyl 1991cc	7A	355	450	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	8/10

CLS: Superb alternative to a luxury sedan. Goes well, turns heads too. *Build: Import*

TG Choice: *The **CLS 250 CDI** is the only option.*

L: 494cm **W:** 188cm **H:** 141.6cm **Boot:** 520litres **Fuel Tank:** 80litres **Ground Clearance:** 12cm **Also try:** Audi A7, BMW GT 5

CLS 250 CDI	94.09	86.37	97.80	98.46	4cyl 2143cc	7A	201	500	250	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	8/10

E-Class: Fresh new styling with a touch of character, great engine and new features make it an irresistible offer *Build: Assembled*

TG Choice: *Definitely the **E 250 CDI** makes enough power and easy on the wallet too.*

L: 486.8cm **W:** 185cm **H:** 147.4cm **Boot:** 540litres **Fuel Tank:** 80 litres, **Ground Clearance:** NA **Also try:** Audi A6, BMW 5-Series, Volvo S80

E 200	58.30	53.80	61.04	56.71	4 cyl1991cc	7A	181	300	na	9.2	9	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10
E 250 CDI	60.99	57.53	63.84	60.34	4cyl 2143cc	7A	202	500	na	8.31	11.6	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10
E63 AMG	158	146	160	244	8cyl 5461cc	7A	550	720	na	8.31	11.6	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10
E 350 CDI	73.59	69.53	77.08	72.73	6cyl 2987cc	7A	261	619	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	8/10
E400 Cabriolet	96.53	88.62	100	101	6cyl 2996cc	7A	328	480	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	8/10

GL-Class: All the creature comforts you need, and a boot that can easily swallow your camping equipment. *Build: Assembled*

TG Choice: *There's just one variant in petrol and diesel each. Pick as per your wallet's contents.*

L: 509.9cm **W:** 192cm **H:** 185cm **Boot:** 520 litres **Fuel Tank:** 100litre, **Ground Clearance:** na **Also try:** Audi Q7, 1BHK apartment.

GL 350 CDI	95.31	89.79	99.83	94.13	6cyl 2987cc	7A	255	619	na	7.9	13.4	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10
GL63 AMG	216	196	231	224	8cyl 5461cc	7A	550	760	250	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10

GLA-Class: A bigger A-Class. Offers a good ride, enough features and also, it's fun to drive *Build: Assembled*

TG Choice: *The **200 Sport** as it is a sweeter drive.*

L: 441.7cm **W:** 180.4cm **H:** 149.4cm **Boot:** na **Fuel Tank:** 50litre **Ground Clearance:** 183mm **Also try:** Audi Q3, BMW X1.

200 Sport	44.42	40.1	46.47	43.97	4cyl 1991cc	7A	181	300	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	8/10
200 CDI Style	40.44	38.14	42.34	42.65	4cyl 2143cc	7A	134	300	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	-
200 CDI Sport	45.52	42.92	47.62	45.27	4cyl 2143cc	7A	134	300	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	-
GLA 45 AMG	90.29	81.55	94.95	92.59	4cyl 1991cc	7A	355	450	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	8/10

M-Class: Second-gen M is vastly better, great quality, good on-road. *Build: Assembled*

TG Choice: *The **250 CDI** for locally assembled and a more value for money proposition.*

L: 480.4cm **W:** 192.6cm **H:** 179.6cm **Boot:** 690 litres **Fuel Tank:** 70 litres, **Ground Clearance:** NA **Also try:** Audi Q7, BMW X5, Volvo XC90

ML 350 CDI	83.47	78.74	87.51	82.58	6cyl 2987cc	7A	254	620	225	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10
ML 250 CDI	69.65	65.74	73.14	68.98	4cyl 2143cc	7A	204	500	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10
ML63 AMG	183	169	197	192	8cyl 5461cc	7A	550	760	250	na	5.8	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10

S-Class: Not just the best car in the world. It redefines what a car will be expected to do in the future. *Build: Assembled*

TG Choice: *There is a variant for every buyer. You can have it as a saloon, or as a coupe.*

L: 524.6cm **W:** 189.9cm **H:** 149.4cm **Boot:** 530 litres **Fuel Tank:** 80 litres, **Ground Clearance:** NA **Also try:** Audi A8, BMW 7-Series, Jaguar XJ

S 350 CDI	139	131	145	137	6cyl 2987cc	7A	255	620	250	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	9/10
S 500 L	176	163	185	171	8cyl 4663cc	7A	453	700	250	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	9/10
S 600 Guard	na	890*	na	na	12cyl 5531cc	7A	522	830	210	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10
S 500 Coupe	na	200*	na	na	8cyl 4663cc	7A	453	700	250	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	-
S 63 AMG Coupe	na	260*	na	na	8cyl 5461cc	7A	585	900	250	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	-

SLK: The new SLK is now a proper baby SL. We like! *Build: Import*

TG Choice: **L:** 413.4cm **W:** 200cm **H:** 130.1cm **Boot:** 335 litre **Fuel Tank:** 60 litres, **Ground Clearance:** NA **Also try:** BMW 6-Series

SLK 350	94.18	82.60	97.37	94.28	6cyl 3498cc	7A	306	370	250	6.6	7.5	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	6/10
SLK55 AMG	154	142	160	161	8cyl 5461cc	7A	420	540	250	5.6	5	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	8/10

G-Wagon: The G-Wagon is still going strong. The AMG V8 gives it hot-rod performance. *Build: Import*

TG Choice: *The G63 AMG. There is no choice here, and frankly, you don't even need one.*

L: 410cm **W:** 201cm **H:** 193.8cm **Boot:** 300 litres **Fuel Tank:** 70 litres **Ground Clearance:** NA **Also try:** Army tank.

G63 AMG	242	215	231	244	8cyl 5461cc	7A	536	760	210	5.4	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10

MINI **Dealers** 2 **Warranty** na **Website** www. mini.in

Company description: *Mini has managed what other carmakers struggle to do -- make a small, fun car, and charge a premium*

TG Awards: ***Car of the Year 2012: Mini Cooper S***
'If you keep the body type out of the equation, the Mini is more fun than anything with two seats'

Mini: The basics are wrong: transverse engine, FWD, but tell that to yourself when you are smiling end to end *Build: Import*

TG Choice: *The **Cooper D 3-door** is the one to go for if you want to have real fun.*

L: 398.2cm **W:** 193.8cm **H:** 142.5cm **Boot:** 278 litres **Fuel Tank:** 44 litres, **Ground Clearance:** NA **Also try:** Fiat 500 Abarth

Cooper D 3-door	31.85	31.85*	31.85	31.85*	3cyl 1496cc	6A	114	270	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	-
Cooper D 5-door	35.20	35.20*	35.20	35.20*	3cyl 1496cc	6A	114	270	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	-
Cooper S	na	34.65*	na	na	4cyl 1998cc	6A	189	280	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	-

Countryman: When four-door practicality meets the Mini badge, what you have is the Countryman *Build: Assembled*

TG Choice: *The **Cooper D** is perfect and the Mini-est of the Countrymans.*

L: 410cm **W:** 178cm **H:** 156.1cm **Boot:** 350 litres **Fuel Tank:** 47 litres, **Ground Clearance:** NA **Also try:** Mercedes B-Class

Countryman S	NA	NA	NA	31.99*	4cyl 1598cc	6A	184	260	210	8.2	8	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	8/10

*Indicates Ex-showroom prices for Mumbai and Delhi ✔ Yes ✖ No ⊖ Optional Gadgets & Safety Guide

TOPGEAR NEW CAR GUIDE

◀ Mini continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
ONE	23.50	23.50*	23.50	32.66	4cyl 1598cc	6A	96	153	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10
Cooper D	25.60	25.60*	25.60	35.68	4cyl 1598cc	6A	112	270	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	9/10
Cooper D High	28.90	28.90*	28.90	28.90*	4cyl 1598cc	6A	112	270	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10

MITSUBISHI

Dealers 42 **Warranty** na **Website** www.mitsubishi-motors.co.in

Company description: *Japanese industrial giant that now sells a single SUV in our market - the Pajero Sport.*

TG Awards: ***SUV of the Year 2012: Pajero Sport*** 'The Pajero Sport's simplicity translates into reliability and when the road disappears, reliability can be the difference between life and death'

Pajero Sport: This is for those forever looking for shortcuts through the bushes. Fantastic off-road, adequate on it.

TG Choice: *The **4x4 MT** comes with all the goodies that you'll ever want.*

L:469.5cm **W:** 181.5cm **H:** 184cm **Boot:** NA **Fuel Tank:** 70 litres, **Ground Clearance:** 21.5cm **Also try:** Toyota Fortuner, Nissan X-Trail, Renault Koleos

4x4 MT	23.07	23.80*	23.41	28.27	4cyl 2477cc	5M	178	400	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◐	7/10
4x2 AT	na	23.55*	na	na	4cyl 2477cc	5A	176	350	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	◐	na

NISSAN

Dealers 65 **Warranty** 2 years/ 50,000km **Website** www.nissan.in

Company description: *A big Japanese car maker with a factory in England. Its portfolio becomes more respectable as each new model appears.*

TG Awards: ***Interior of the year 2009: Teana*** 'Step inside the Teana and you'll be reminded of plush lobbies and expensive suites'

Evalia: A spacious MPV with decent on-road dynamics. But its looks are a challenge, and there's already the Ertiga.

TG Choice: ***XV*** *as it comes fully loaded. ABS, airbags and alloys come standard. No climate control though.*

L:440cm **W:** 170cm **H:** 186cm **Boot:** Na **Fuel Tank:** 55 litres, **Ground Clearance:** 18cm **Also try:** Toyota Innova, Mahindra Xylo, Maruti Ertiga

XE	8.50	8.49*	8.64	11.25	4cyl 1461cc	5M	85	200	160	15.5	11.9	✖	✔	✖	✖	✖	✖	✔	✖	✖	✖	5/10
XE+	8.93	8.92*	9.08	12.02	4cyl 1461cc	5M	85	200	160	15.5	11.9	✔	✔	✔	✖	✔	✖	✔	✖	✖	✖	5/10
XL	9.73	9.49*	9.90	13.03	4cyl 1461cc	5M	85	200	160	15.5	12.20	✔	✔	✔	✖	✔	✖	✔	✖	✔	✖	5/10
XV	10.38	9.99*	10.56	13.88	4cyl 1461cc	5M	85	200	160	15.5	12.81	✔	✔	✔	✖	✔	✖	✔	✔	✔	◉	5/10

Micra: Nissan's budget small car armed with features you won't see even in cars twice its price. Peppy and fun to drive too.

TG Choice: *The **XL** is perfect, avoid the temptation of buying the diesel*

L:378cm **W:** 166cm **H:** 153cm **Boot:** 251 litres **Fuel Tank:** 41 litres, **Ground Clearance:** 15cm **Also try:** Maruti Swift, Maruti Ritz, Chevrolet Beat

XE Active	4.29	4.70	4.37	4.38	3cyl 1198cc	5M	74	104	na	na	13.3	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	5/10
XE Diesel	5.44	5.57*	5.55	7.14	4cyl 1461cc	5M	63	160	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	5/10
XE Plus	4.57	5.00	4.66	5.61	3cyl 1198cc	5M	74	104	na	na	13.3	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	5/10
XL	5.43	5.42	5.54	6.34	3cyl 1198cc	5M	74	104	na	na	13.3	✔	✖	✔	✖	✔	✖	✔	✖	✖	✖	5/10
XV Active	6.41	6.15	6.53	5.79	3cyl 1198cc	5M	74	104	na	na	13.3	✔	✔	✔	✔	●	✖	✔	✔	✔	✖	5/10
Diesel XV	6.80	6.67	6.92	8.76	4cyl 1461cc	5M	63	160	na	11.5	na	✔	✔	✔	✔	●	✖	✔	✔	✔	✖	5/10
Diesel XV - Premium	7.03	7.41	7.16	9.20	4cyl 1461cc	5M	63	160	na	11.5	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◉	5/10
XV S Active	4.79	4.71	4.79	6.16	3cyl 1198cc	5M	63	104	na	na	13.3	✔	✖	✖	✖	●	✖	✔	✖	✖	✖	5/10

Sunny: Lots of passenger space, safety features like driver airbag and ABS, even on the base variant

TG Choice: XL Diesel *is a head-over-heart decision as it comes with safety features, and you save a fair bit over the XV variant.*

L:442.5cm **W:** 169.5cm **H:** 151.5cm **Boot:** 490 litres **Fuel Tank:** 41 litres, **Ground Clearance:** NA **Also try:** Maruti DZire, Toyota Etios

XE	na	6.99*	na	9.00	4cyl 1498cc	5M	98	134	185	11.9	11	✔	✔	✖	✖	✖	✖	✔	✖	✖	✖	6/10
XL	na	7.61*	na	9.91	4cyl 1498cc	5M	98	134	185	11.9	11	✔	✔	✔	✖	✔	✖	✔	✖	✖	◐	6/10
XL CVT	na	8.91*	na	11.62	4cyl 1498cc	CVT	100	134	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◐	5/10
XE Diesel	na	7.99*	na	10.59	4cyl 1461cc	5M	85	200	na	na	na	✔	✔	✔	✖	✖	✖	✔	✖	✖	✖	6/10
XL Diesel	na	8.60*	na	11.36	4cyl 1461cc	5M	85	200	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◐	6/10
XV Diesel	na	9.33*	na	12.37	4cyl 1461cc	5M	85	200	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◉	6/10
XV Diesel Safety	na	9.60*	na	12.72	4cyl 1461cc	5M	85	200	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◉	6/10

Terrano: The Duster gets new clothes and lots of chrome. Looks a tad more premium than its French cousin *Build: Assembled*

TG Choice: XV *for all the thrills, frills and comforts.*

L:433.1cm **W:** 182.2cm **H:** 167.1cm **Boot:** 475 litres **Fuel Tank:** 50 litres, **Ground Clearance:** 20.5cm **Also try:** Renault Duster, Ford Ecosport

1.5D XE	9.46	10.87	9.64	12.69	4cyl 1461cc	5M	85	200	na	na	na	✔	✖	✔	✖	✖	✖	✔	✖	✖	✖	7/10
1.5D XL	10.48	12.46	10.68	13.95	4cyl 1461cc	5M	85	200	na	na	na	✔	✔	✔	✖	●	✖	✔	✖	✔	✖	7/10
1.5D XL 110PS	11.07	13.23	11.28	14.53	4cyl 1461cc	6M	108	248	216	11.96	13.5	✔	✔	✔	✖	●	✖	✔	✖	✔	✖	8/10
1.5D XL Plus	10.83	12.78	11.04	14.35	4cyl 1461cc	5M	85	200	na	na	na	✔	✔	✔	✖	●	✖	✔	✔	✔	✖	8/10
1.5D XV 110PS	11.99	14.19	12.21	15.70	4cyl 1461cc	6M	108	248	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◐	8/10
1.5D XV Premium 110PS	12.28	14.53	12.52	16.07	4cyl 1461cc	6M	108	248	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◐	8/10
1.6P XL	9.51	10.95	9.69	12.50	4cyl 1598cc	5M	104	145	na	na	na	✔	✔	✔	✖	●	✖	✔	✖	✔	✖	7/10

PORSCHE

Dealers 7 **Warranty** 2yrs/unlimited kms **Website** www.porscheindia.com

Company description: *A big name in sports car manufacture and motorsport and deservedly so. It produces cars of immense capability and quality.*

TG Awards: ***Car of the year 2015: Macan*** 'The Macan's prowess as a driver's car is phenomenally real, despite the traits it inherits because of the segment in which it is designed to operate.'

911: Iconic. Instantly recognisable, fantastic to drive, near-perfect. *Build: Import*

TG Choice: *Straight **Turbo**.*

L:443cm **W:** na **H:** 130.3cm **Boot:** na **Fuel Tank:** 64 litres, **Ground Clearance:** NA **Also try:** Nothing gets close

Turbo	219	214*	217	210*	6cyl 3800cc	7A	513	660	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	-
Turbo Cabriolet	na	228*	232	223*	6cyl 3800cc	7A	513	660	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	-
GT3	213	201*	204	197*	6cyl 3799cc	7A	469	440	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	-
Carrera	213	138*	140	135*	6cyl 3436cc	7A	345	390	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	-

Gadgets & Safety Guide ✔ Yes ✖ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai and Delhi

TOPGEAR NEW CAR GUIDE

◀ Porsche continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Targa 4S	213	178*	181	175*	6cyl 3800cc	7A	394	440	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	-

Boxster: Step 1 into Porsche-land is still a divine experience. *Build: Import*

***TG Choice: S** feels so inherently right. Just get the sports exhaust.*

L:432.9cm **W:** na **H:** 128.2cm **Boot:** 150 litres **Fuel Tank:** 64 litres, **Ground Clearance:** NA **Also try:** Mercedes-Benz SLK350

Boxster S	na	102*	103	100*	6cyl 3436cc	7A	315	360	277	5.4	8.6	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10
Boxster GTS	na	115*	117	113*	6cyl 3436cc	7A	335	380	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10

Cayenne: Big bad mutha. Perfect if you want a Porsche, but are scared of our roads. *Build: Import*

***TG Choice:** Go **Turbo**. The environment is doomed anyway.*

L:479.8cm **W:** na **H:** 170.5cm **Boot:** na **Fuel Tank:** 100 litres, **Ground Clearance:** NA **Also try:** Audi Q7, BMW X5, Mercedes-Benz M-Class

Cayenne S Diesel	na	121*	123	119*	8cyl 4134cc	8A	380	850	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	8/10
Cayenne S	na	118*	120	116*	6cyl 3604cc	8A	414	550	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	8/10
Cayenne Turbo	na	178*	181	174*	8cyl 4806cc	8A	512	750	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	8/10
Cayenne Diesel	na	104*	105	102*	6cyl 2967cc	8A	241	550	214	7.07	9	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	8/10

Cayman: Baby 911 is a great sports car. Supernatural handling. *Build: Import*

***TG Choice:** The **S** for everyday driving.*

L:444cm **W:** na **H:** 129.4cm **Boot:** 150 litres**Fuel Tank:** 64 litres, **Ground Clearance:** NA **Also try:** Dreaming about the Cayman GT4

Cayman S	na	104*	106	102*	6cyl 3436cc	7A	321	370	275	4.99	4.7	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10
Cayman GTS	na	117*	119	115*	6cyl 3436cc	7A	335	380	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10

Macan: Want a sportscar that's actually an SUV? This is as close as it gets. *Build: Import*

***TG Choice:** The **Turbo** is the variant you want.*

L:468cm **W:** 192cm **H:** 162.4cm **Boot:** 500 litres**Fuel Tank:** 60 litres, **Ground Clearance:** NA **Also try:** Range Rover Evoque

S Diesel	na	100*	101	98.18*	6cyl 2967cc	7A	241	580	na	6.4	10.2	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	9/10
Turbo	na	111*	112	108*	6cyl 3604cc	7A	394	550	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	9/10

Panamera: A 911 for the family man, with two extra doors and a rear seat. *Build: Import*

***TG Choice:** The base **S** is actually quite good. Turbo is very fast.*

L:497cm **W:** na **H:** 141.8cm **Boot:** 820 litres **Fuel Tank:** 60 litres, **Ground Clearance:** NA **Also try:** BMW M5, Mercedes E63 AMG

Panamera	119	119*	119	119*	6cyl 3605cc	7A	305	400	285	5.6	5.6	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	-
Panamera 4	122	122	122	122	6cyl 3605cc	7A	305	400	285	5.6	5.6	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	-
Panamera D	149.8	149.8*	149.8	149.8*	6cyl 2967cc	8A	296	650	282	6.75	9.3	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	8/10
Panamera Turbo	200	200*	200	200*	8cyl 4806cc	7A	512	700	303	4.2	5.5	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	9/10
Panamera GTS	161	161*	161	161*	8cyl 4806cc	7A	434	520	303	4.2	5.5	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	-
Panamera Turbo S	na	na	na	na	8cyl 4806cc	7A	562	750	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	-

PREMIER **Dealers** 55 **Warranty** 3years/50,000kms **Website** www.premierrio.com

Company description: *Gone are the glory days, market share that the company enjoyed. Now a company selling niche products.*

TG Awards: **-**

Rio: If you are adamant on being different, this is your ride.

***TG Choice:** **Gx** as it is the cheapest.*

L: 397cm **W:** 157cm **H:** 173cm **Boot:** 454 litres **Fuel Tank:** 46 litres, **Ground Clearance:** 20 cm **Also try:** Maruti DZire ZXi, Hyundai i20 Asta 1.2, visiting a psychiatrist

DX Multijet	6.96	7.88	7.12	7.62	4cyl 1248cc	5M	72	183	na	15.03	14	✖	✖	✖	✖	✔	✖	✔	✖	✖	✖	4/10
LX Multijet	7.24	8.20	7.41	7.93	4cyl 1248cc	5M	72	183	na	15.03	14	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	4/10

RENAULT **Dealers** 80 **Warranty** na **Website** www.renault.co.in

Company description: *Renault's journey in India is going rather nicely, thanks in no small measure to the Duster.*

TG Awards: ***Variant of the Year 2015: Duster AWD***
'The Duster can do serious off-roading, and is a massive improvement overall'

Duster: Finally a cheap SUV that won't go belly-up around a corner.

***TG Choice:** The **110bhp RxZ**. Gives you everything you need.*

L: 431.5cm **W:** 182.2cm **H:** 169.5cm **Boot:** 475 litres **Fuel Tank:** 50 litres **Ground Clearance:** 20.5cm **Also try:** Mahindra XUV, Mahindra Scorpio

RXE	7.82	9.75	7.79	9.40	4cyl 1598cc	5M	103	148	na	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	7/10
RXL	9.10	10.84	9.06	10.49	4cyl 1598cc	5M	103	148	na	na	na	✔	✔	✔	✖	●	✖	✔	✖	✖	◀	7/10
RXE D 85	8.68	9.75	8.64	10.74	4cyl 1461cc	5M	84	200	na	14.71	14	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	7/10
RXL D 85	9.67	10.84	9.63	12.07	4cyl 1461cc	5M	84	200	na	14.71	14	✖	✔	✔	✖	✔	✖	✔	✖	✔	◀	7/10
RXL (O) D 85	10.93	11.97	10.88	13.61	4cyl 1461cc	5M	84	200	na	14.71	14	✔	✔	✔	✖	●	✖	✔	✔	✔	◀	7/10
RXL D 110	10.88	12.47	10.78	13.52	4cyl 1461cc	6M	108	245	na	11.76	14.1	✖	✔	✔	✖	●	✖	✔	✔	✔	◀	8/10
RXZ D 110	11.47	13.57	11.36	14.85	4cyl 1461cc	6M	108	245	na	11.76	14.1	✔	✔	✔	✖	●	✖	✔	✔	✔	◀	8/10
RXZ (O) D 110	11.99	13.73	11.89	14.90	4cyl 1461cc	6M	108	245	na	11.76	14.1	✔	✔	✔	✖	●	✖	✔	✔	✔	◀	8/10
RXZ 110 AWD	13.22	13.00*	13.10	16.24	4cyl 1461cc	6M	108	245	na	na	na	✔	✔	✔	✖	●	✖	✔	✔	✔	◀	8/10

Fluence: Pretty safe bet of a car. Comfortable, refined and built to last.

***TG Choice:** The **E4** is our pick of the lot.*

L: 462cm **W:** 180cm **H:** 148.8cm **Boot:** 530 litres **Fuel Tank:** Na, **Ground Clearance:** 17cm **Also try:** Toyota Corolla Altis

E2 Diesel	13.86	16.32	13.68	17.64	4cyl 1461cc	6M	108	240	170	11.7	21	✔	✔	✔	✔	●	✔	✔	✔	✔	◀	5/10
E4 Diesel	15.49	18.05	15.38	20.89	4cyl 1461cc	6M	108	240	170	11.7	21	✔	✔	✔	✔	●	✔	✔	✔	✔	◀	5/10

Buyers Guide continued ▶

*Indicates Ex-showroom prices for Mumbai and Delhi ✔ Yes ✖ No ⊖ Optional Gadgets & Safety Guide

TOPGEAR NEW CAR GUIDE

◀ Renault continued

Koleos: French take on the softroader, and a pretty good one at that. *Build: Import*

TG Choice: *The **4x2 MT** should do just fine.*

L: 452cm **W:** 185.5m **H:** 169.5cm **Boot:** NA **Fuel Tank:** 65 litres, **Ground Clearance:** 20.6 cm **Also try:** Chevrolet Captiva, Hyundai Santa Fe

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
4x2 MT	21.65	24.85	21.55	28.43	4cyl 1995cc	6M	148	320	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◀	5/10
4x4 MT	23.97	27.95	23.97	32.28	4cyl 1995cc	6M	171	320	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◀	5/10
4x4 AT	25.42	29.10	25.30	35.57	4cyl 1995cc	6A	171	320	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◀	5/10

Lodgy: Ticks all the right boxes. Highly practical MPV capable of rewriting the rules of the game.

TG Choice: *The **RXL 110PS** should do just fine, unless you need the added kit.*

L: 449.8cm **W:** 175.1m **H:** 169.7cm **Boot:** 207-1,861 litres **Fuel Tank:** 50 litres **Ground Clearance:** 17.4 cm **Also try:** Toyota Innova, Honda Mobilio, Maruti Ertiga

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
STD 85PS	8.30	8.19*	8.32	10.21	4cyl 1461cc	5M	84	200	na	na	na	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	8/10
RXE 85PS	9.10	8.99*	9.12	11.18	4cyl 1461cc	5M	84	200	na	na	na	✖	✔	✔	✖	✖	✖	✔	✖	✖	✖	8/10
RXL 85PS	9.70	9.59*	9.72	12	4cyl 1461cc	5M	84	200	na	na	na	✔	✔	✔	✖	✖	✖	✔	✖	✖	✖	8/10
RXL 110PS	10.20	10.09*	10.22	12.61	4cyl 1461cc	6M	109	245	na	na	na	✔	✔	✔	✖	✖	✖	✔	✖	✖	✖	8/10
RXZ 85PS	11	10.89*	11.02	13.58	4cyl 1461cc	5M	84	200	na	na	na	✔	✔	✔	✖	●	✔	✔	✔	✔	◀	8/10
RXZ 110PS 8-str	11.60	11.49*	11.62	14.31	4cyl 1461cc	6M	109	245	na	na	na	✔	✔	✔	✖	●	✔	✔	✔	✔	◀	8/10
RXZ 110PS 7-str	11.90	11.79*	11.92	14.68	4cyl 1461cc	6M	109	245	na	na	na	✔	✔	✔	✖	●	✔	✔	✔	✔	◀	8/10
Stepway	12.52	12.29*	12.12	15.37	4cyl 1461cc	6M	109	245	na	na	na	✔	✔	✔	✖	●	✔	✔	✔	✔	◀	8/10

Scala: The French version of the Sunny.

TG Choice: *The RXZ as it comes with the goodness of diesel and all the features that you'd need.*

L: 442.5cm **W:** 169.5m **H:** 150.5cm **Boot:** 490 litres **Fuel Tank:** 41 litres, **Ground Clearance:** 16.1cm **Also try:** Maruti DZire, Nissan Sunny, Toyota Etios

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
RXL	8.84	9.96	8.30	11.13	4cyl 1461cc	5M	85	200	na	13.8	18	✔	✖	✔	✖	✔	✖	✔	✖	✖	✖	4/10
RXZ	9.75	10.95	8.81	12.36	4cyl 1461cc	5M	85	200	na	13.8	18	✔	✔	✔	✔	✔	✖	✔	✔	✖	✖	4/10
RXE Petrol	7.21	8.05	7.19	8.66	4cyl 1498cc	5M	98	134	na	na	na	✔	✔	✔	✔	✔	✖	✔	✔	✖	✖	4/10
RXL Petrol	7.99	8.89	7.97	9.59	4cyl 1498cc	5M	98	134	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	✖	4/10
RxL CVT	9.50	9.41*	9.47	11.37	4cyl 1498cc	CVT	100	134	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	✖	4/10
RxZ CVT	10.37	10.34*	10.37	12.60	4cyl 1498cc	CVT	100	134	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	✖	4/10

Pulse: The masculine version of the Nissan Micra.

TG Choice: *The RXL makes more sense, because you'd rather buy the Swift instead of the RXZ*

L: 380.5cm **W:** 166.5m **H:** 153cm **Boot:** 251 litres **Fuel Tank:** 41 litres, **Ground Clearance:** na **Also try:** Nissan Micra, Maruti Swift

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
RXL	6.13	6.97	6.11	7.20	4cyl 1461cc	5M	63	160	na	na	na	⊖	✖	✔	✖	✔	✖	✔	✖	✔	✖	4/10
RXZ	6.97	7.89	6.95	8.02	4cyl 1461cc	5M	63	160	na	na	na	⊖	✔	✔	✔	●	✖	✔	✔	✔	✖	4/10
RXE Petrol	4.41	4.88	4.41	5.19	3cyl 1198cc	5M	75	104	na	na	na	⊖	✔	✔	✔	✖	✖	✔	✔	✔	✖	4/10
RXL Petrol	5.15	4.66	5.14	5.79	3cyl 1198cc	5M	75	104	na	na	na	⊖	✔	✔	✔	✔	✖	✔	✔	✔	✖	4/10
RXZ Petrol	5.74	6.27	5.72	6.78	3cyl 1198cc	5M	75	104	na	na	na	⊖	✔	✔	✔	●	✖	✔	✔	✔	✖	4/10

ROLLS-ROYCE **Dealers** 5 **Warranty** 4yrs **Website** www.rolls-roycemotorcars.com

Company description: *A century after Mr Royce built his first car, the world's most luxurious carmaker is still going strong.*

TG Awards: **-**

Phantom: Take first-class, multiply by 10, square that, and you're getting close. *Build: Import*

TG Choice: *Ideal for driving off with her from the wedding reception.*

L: 583.4cm **W:** 199cm **H:** 163.8cm **Boot:** 460 litres **Fuel Tank:** 100 litres, **Ground Clearance:** NA **Also try:** Maybach 57S

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Phantom	na	600*	na	600*	12cyl 6749cc	6A	453	720	250	5.9	6.3	✔	✔	✔	✔	●	✔	✔	✔	✔	⊙	9/10
Phantom Coupe	na	na	na	na	12cyl 6749cc	6A	453	720	250	5.6	6.4	✔	✔	✔	✔	●	✔	✔	✔	✔	⊙	8/10
Drophead Coupe	na	na	na	na	12cyl 6749cc	6A	453	720	250	5.8	6.4	✔	✔	✔	✔	●	✔	✔	✔	✔	⊙	8/10

Ghost: The baby Rolls isn't much of a baby, really. Larger than most sedans and more luxurious than a private jet. *Build: Import*

TG Choice: *The **EWB** offers more space and tall the luxury you'd ever need*

L: 583.4cm **W:** 199cm **H:** 155cm **Boot:** 460 litres **Fuel Tank:** 100 litres, **Ground Clearance:** NA **Also try:** Bentley Mulsanne

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Ghost	na	403*	na	403*	12cyl 6592cc	8A	562	780	250	4.9	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊙	8/10
Ghost EWB	na	455*	na	455*	12cyl 6592cc	8A	562	780	250	4.9	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊙	8/10

ŠKODA **Dealers** 106 **Warranty** 2yrs **Website** www.skoda-auto.co.in

Company description: *New products like the Octavia and Yeti make it rather exciting. But service and support still have issues.*

TG Awards: ***Saloon of the year 2014: Octavia***
'The new Octavia is the ultimate saloon that keeps you happy no matter what seat you're in'

Octavia: Skoda gets its chart-busting Octavia back, but will it change Skoda's fortunes once again in India? *Build: Assembled*

TG Choice: *The **1.8 TSI AT** ticks all the right boxes as far as economy and performance go. Did we mention the long features list?*

L: 465.9 cm **W:** 181.4cm **H:** 147.6cm **Boot:** 590 litres **Fuel Tank:** 50 litres, **Ground Clearance:** 15.8cm **Also try:** Hyundai Elantra, Toyota Corolla Altis

	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Active 1.4 TSI	14.20	16.00	14.20*	16.72	4cyl 1395cc	6M	138	250	210	9.62	13.5	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	7/10
Ambition 1.4 TSI	15.21	17.14	15.21*	19.52	4cyl 1395cc	6M	138	250	210	9.62	13.5	✔	✔	✔	✔	●	✔	✔	✔	✔	◀	7/10
Elegance 1.8 TSI AT	18.57	20.94	18.57*	21.75	4cyl 1798 cc	7A	177	250	210	8.1	11.85	✔	✔	✔	✔	●	✔	✔	✔	✔	◀	7/10
Active 2.0 TDI	15.82	18.26	15.82	18.98	4cyl 1968cc	6M	140	320	210	8.91	12.5	✔	✔	✔	✔	✔	✔	✔	✔	✔	✖	7/10
Ambition 2.0 TDI CR	16.84	19.42	16.84	21.87	4cyl 1968cc	6M	140	320	210	8.91	12.5	✔	✔	✔	✔	●	✔	✔	✔	✔	◀	6/10
Ambition 2.0 TDI CR AT	17.86	20.58	17.86	22.69	4cyl 1968cc	6A	140	320	210	8.6	13.5	✔	✔	✔	✔	●	✔	✔	✔	✔	◀	6/10
Elegance 2.0 TDI CR AT	19.79	22.79	19.79	25.37	4cyl 1968cc	6A	140	320	210	8.6	13.5	✔	✔	✔	✔	●	✔	✔	✔	✔	◀	6/10

Gadgets & Safety Guide ✔ Yes ✖ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai and Delhi

TOPGEAR NEW CAR GUIDE

◀ Skoda continued

Superb: The real big car for reasonable money at the high end of the market.

Build: Assembled

TG Choice: *The **2.0TDI** if you are paying for fuel. **V6** if the company pays for it.*

L: 483 cm **W:** 181.7cm **H:** 148.2cm **Boot:** 565 litres **Fuel Tank:** 60 litres, **Ground Clearance:** 15.8cm **Also try:** Toyota Camry, VW Passat, Hyundai Sonata

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
1.8 TSI Ambition MT	18.38	22.35	18.38	21.63	4cyl 1798cc	6M	158	250	210	9	8.7	✔	✔	✔	✔	●	✔	✔	✔	✔	🔊	7/10
1.8 TSI Elegance AT	22.33	24.00	22.33	28.17	4cyl 1798cc	7A	160	250	210	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	🔊	7/10
1.8 TSI Elegance MT	20.72	NA	20.72	26.20	4cyl 1798 cc	6M	158	250	210	9	8.7	✔	✔	✔	✔	●	✔	✔	✔	✔	🔊	7/10
2.0 TDI	25.24	26.20	25.24	32.22	4cyl 1968cc	6A	140	320	206	10.38	11.8	✔	✔	✔	✔	●	✔	✔	✔	✔	🔊	7/10

Rapid: Does most things right, very few wrong. With all the nice touches of the Vento, you can't go wrong.

TG Choice: *The **Ambition 1.6 TDI** as it is a lakh cheaper and comes with all the safety features.*

L: 438.6 cm **W:** 169.9 cm **H:** 146.6cm **Boot:** 460ltr **Fuel Tank:** 55 litres, **Ground Clearance:** 16.8 cm **Also try:** VW Vento, Honda City, Maruti Suzuki SX4, Hyundai Verna, Ford Fiesta

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Active 1.6 MPI	7.24	7.85	7.24	9.12	4cyl 1598cc	5M	103	153	195	11.3	10.7	✖	✖	✖	✔	✖	✖	✔	✖	✖	✖	6/10
Ambition 1.6 MPI	8.13	8.36	8.13	10.30	4cyl 1598cc	5M	103	153	195	11.3	10.7	✔	✔	✔	✔	✖	✖	✔	✖	✔	✖	6/10
Elegance 1.6 MPI	9.11	9.32	9.11	11.02	4cyl 1598cc	5M	103	153	195	11.3	10.7	✔	✔	✔	✔	●	✖	✔	✔	✔	✖	6/10
Elegance 1.6 MPI AT	10.09	10.45	10.09	12.27	4cyl 1598cc	6A	103	153	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	✖	6/10
Active 1.6 TDI	8.41	9.38	8.41	10.72	4cyl 1498cc	5M	103	250	na	10.9	14.5	✖	✖	✖	✔	✖	✖	✔	✖	✖	✖	6/10
Ambition 1.6 TDI	9.38	9.40	9.38	13.21	4cyl 1498cc	5M	103	250	na	10.9	14.5	✔	✔	✔	✔	✖	✖	✔	✖	✔	✖	6/10
Elegance Plus 1.6 TDI	10.15	9.90	10.15	12.66	4cyl 1498cc	5M	103	250	na	10.9	14.5	✔	✔	✔	✔	●	✖	✔	✔	✔	✖	6/10
Ambition 1.6TDI DSG	10.68	10.49*	10.68	10.76*	4cyl 1498cc	7A	103	250	na	12.1	14.5	✔	✔	✔	✔	✖	✖	✔	✖	✔	✖	6/10
Elegance 1.6TDI DSG	11.03	10.84*	11.03	14.01	4cyl 1498cc	7A	103	250	na	12.1	14.5	✔	✔	✔	✔	●	✖	✔	✔	✔	✖	6/10

Yeti: It's cleaner, greener, smaller and smarter than any SUV out there.

Build: Assembled

TG Choice: ***Elegance*** *for sure as it gets the cool touchscreen audio system.*

L:422cm **W:** 179cm **H:** 169.1cm **Boot:** 416 litres **Fuel Tank:** 55 litres, **Ground Clearance:** 18cm **Also try:** Toyota Fortuner, Ford Endeavour, Tata Aria

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Elegance 4x2	19.32	18.99*	19.32	24.66	4cyl 1968cc	5M	108	250	na	na	na	✔	✔	✔	✖	✔	✖	✔	✔	✔	🔊	8/10
Elegance 4x4	20.90	20.53*	20.90	26.71	4cyl 1968cc	6M	138	320	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	✔	🔊	7/10

SSANGYONG

Dealers na **Warranty** na **Website** www.ssangyongrexton.in

Company description: *Bought by Mahindra a few years back, now sells the Rexton in India. The entire SUV range will follow.*

TG Awards: **-**

Rexton: Packed with equipment, at a mouth-watering price. A big soft-roader that won't eat into your wallet.

Build: Assembled

TG Choice: ***RX7*** *for the extra power and a convenient auto transmission.*

L: 475.5cm **W:** 190cm **H:** 178.5cm **Boot:** na **Fuel Tank:** 78 litres **Ground Clearance:** 25.2cm **Also try:** Toyota Fortuner, Hyundai Santa Fe, Chevrolet Captiva

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
RX5	NA	17.75*	NA	22.87	5cyl 2696cc	5M	162	340	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	⊖	6/10
RX6	20.19	23.10	20.17	24.34	5cyl 2696cc	5M	162	340	180	12.33	10.4	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	6/10
RX7	NA	19.67*	NA	25.80	5cyl 2696cc	5A	184	402	na	10.25	7.75	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	6/10

TATA

Dealers na **Warranty** na **Website** www.tatamotors.com

Company description: *Still struggling with quality and dynamics, but it has the best cars if you want the maximum for the minimum.*

TG Awards: ***Comeback of the Year 2015: Zest***
'Tata's taken tough decisions, and the Zest is a result of that renewed purpose'

Aria: Big bully of an MPV. Nice engine and lots of gizmos to keep you interested.

TG Choice: ***Pride*** *for sure, after giving into the crossover marketing gimmick and before the fall, Pride shall do just fine.*

L: 478cm **W:** 189.5 cm **H:** 178cm **Boot:** na **Fuel Tank:** 60 litres, **Ground Clearance:** 18.5cm **Also try:** Toyota Innova, Mahindra XUV 500

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Pride 4X4	1.6.81	19.35	16.73	18.79	4cyl 2179cc	5M	138	320	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	⊖	7/10
Pure 4X2	12.05	NA	11.98	12.60	4cyl 2179cc	5M	138	320	na	na	na	✔	✔	✔	✖	●	✖	✖	✔	✔	✖	7/10
Pleasure 4X2	13.40	15.45	13.32	15.31	4cyl 2179cc	5M	138	320	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	✖	7/10

Bolt: The two-box version of the Zest. Quite capable, but priced precariously close to established rivals

TG Choice: *The **XT Petrol** should do just fine.*

L: 382.5cm **W:** 169.5 cm **H:** 156.2cm **Boot:** 210 litres **Fuel Tank:** 44 litres, **Ground Clearance:** 16.5cm **Also try:** Hyundai Grand i10, Maruti Swift

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
XE Petrol	4.43	4.45*	4.50	5.55	4cyl 1193cc	5M	88	140	na	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	7/10
XM Petrol	5.15	5.16*	5.22	6.38	4cyl 1193cc	5M	88	140	na	na	na	✖	✔	✔	✖	●	✖	✔	✖	✔	✖	7/10
XMS Petrol	5.40	5.40*	5.46	6.66	4cyl 1193cc	5M	88	140	na	na	na	✔	✔	✔	✖	●	✖	✔	✖	✔	✖	7/10
XT Petrol	6.07	6.06*	6.14	7.46	4cyl 1193cc	5M	88	140	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	✖	7/10
XE Diesel	5.52	5.50*	5.59	6.90	4cyl 1248cc	5M	74	190	na	na	na	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	7/10
XM Diesel	6.15	6.11*	6.21	7.64	4cyl 1248cc	5M	74	190	na	na	na	✖	✔	✔	✖	●	✖	✔	✖	✔	✖	7/10
XMS Diesel	6.38	6.34*	6.45	7.92	4cyl 1248cc	5M	74	190	na	na	na	✔	✔	✔	✖	●	✖	✔	✖	✔	✖	7/10
XT Diesel	7.05	7.00*	7.12	8.72	4cyl 1248cc	5M	74	190	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	✖	7/10

Movus: Utilitarian Sumo knocks hard on upmarket SUV doors. Really hard.

TG Choice: ***LX*** *for the sheer value-for-money that the MUV offers.*

L: 442cm **W:** 179 cm **H:** 194cm **Boot:** 150 litres **Fuel Tank:** 65 litres, **Ground Clearance:** 18cm **Also try:** Mahindra Scorpio, Toyota Innova, Chevrolet Tavera

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
CX	8.11	8.41	8.03	9.73	4cyl 2179cc	5M	119	250	140	18.4	na	✖	✖	✖	✖	⊖	✖	✖	✖	✔	✖	4/10
LX	8.56	8.86	8.46	10.07	4cyl 2179cc	5M	119	250	140	18.4	na	✖	✖	✔	✖	⊖	✖	✔	✖	✔	✖	4/10

Indica eV2: The Indica has more than delivered on the 'more car per car' promise. If only it were more refined.

TG Choice: *For this price, its rivals have better cars.*

369cm 166.5 cm **H:** 148.5cm 220 litre 37 litres, 16.5cm **Also try** Maruti Suzuki Wagon R, Hyundai i10

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
LS D	4.00	5.28	4.16	5.60	4cyl 1396cc	5M	70	140	140	16.44	15	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	4/10

Buyers Guide continued ▶

*Indicates Ex-showroom prices for Mumbai and Delhi ✔ Yes ✖ No ⊖ Optional Gadgets & Safety Guide

TOPGEAR NEW CAR GUIDE

◀ Tata continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
LX D	5.34	5.65	5.93	6.11	4cyl 1396cc	5M	70	140	140	16.44	15	✗	✗	✓	✗	●	✗	✓	✓	✓	✗	4/10

Indica Vista: A completely new platform offering more space and refined new engines to go with it.

TG Choice: *VX with the brilliant diesel engine from Fiat.*

L: 379.5cm **W:** 169.5 cm **H:** 155cm **Boot:** 232 litre **Fuel Tank:** 37 litres **Ground Clearance:** 16.5cm **Also try:** Maruti Suzuki Swift, Fiat Punto

LS	4.99	4.50	4.96	6.61	4cyl 1248cc	5M	74	190	na	15.62	15.3	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10
VX Tech	6.94	6.83*	6.91	7.39	4cyl 1248cc	5M	74	190	na	15.62	15.3	✗	✓	✓	✗	●	✗	✓	✗	✗	✗	5/10

Indigo eCS: Smallest sedan on the market is more like a hatch with a boot.

TG Choice: ***eLSD*** *the variant sounds cooler than the actual car.*

L: 399cm **W:** 193cm **H:** 154cm **Boot:** 300 litres **Fuel Tank:** 45 litres, **Ground Clearance:** 16.5cm **Also try:** Inventing a segment.

eGLX P	4.86	5.21	4.83	5.53	4cyl 1193cc	5M	64	100	na	na	na	✗	✗	✓	✗	✗	✗	✓	✗	✓	✗	4/10
eGLS P	5.09	5.45	5.93	5.78	4cyl 1193cc	5M	64	100	na	na	na	✗	✓	✓	✗	●	✗	✓	✗	✓	◐	4/10
LS D	5.36	6.20	5.68	6.61	4cyl 1399cc	5M	69	140	na	16.5	16.3	✗	✗	✓	✗	✗	✗	✓	✗	✓	✗	4/10
VX D	5.87	6.45	5.08	6.92	4cyl 1399cc	5M	69	140	na	16.5	16.3	✗	✓	✓	✗	●	✗	✓	✗	✓	◐	4/10

Nano: Gets a much-needed shot in the arm with the introduction of an AMT. A much nicer package now

TG Choice: *The **XTA** is the perfect choice for the city. Well-equipped, too.*

L: 310cm **W:** 150 cm **H:** 165.2cm **Boot:** 94-110 litre **Fuel Tank:** 15 litres **Ground Clearance:** 18cm **Also try:** Maruti Suzuki Alto, Chevrolet Spark, public transport

XE	2.14	1.99	2.16	2.61	2cyl 624cc	4M	37	51	105	29.6	19.3	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10
XM CNG	na	2.25	na	3	2cyl 624cc	4M	37	51	105	30.4	na	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	–
XT	2.62	2.49*	2.63	3.19	2cyl 624cc	4M	37	51	105	30.4	na	✗	✗	✗	✗	●	✗	✓	✗	✓	✗	6/10
XMA	2.81	2.69*	2.82	3.43	2cyl 624cc	5AMT	37	51	105	30.4	na	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	6/10
XTA	3	2.89*	3	3.66	2cyl 624cc	5AMT	37	51	105	30.4	na	✗	✗	✗	✗	●	✗	✓	✗	✓	✗	6/10

Manza: Sedan derivative of the Indica Vista, the big rear means it can gobble down huge amounts of luggage. 77

TG Choice: *Go for the Quadrajet Aqua, as this will fulfill most of your requirements of a daily runabout.*

L: 441cm **W:** 170cm **H:** 155cm **Boot:** 460 litres **Fuel Tank:** 44 litres, **Ground Clearance:** 16.5cm **Also try:** Mahindra Verito, Maruti DZire.

Safire GLX	5.66	6.32	5.66	7.47	4cyl 1368cc	5M	89	115	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	6/10
Safire GVX	6.02	6.72	6.02	7.92	4cyl 1368cc	5M	89	115	na	na	na	✗	✗	✗	✗	●	✗	✓	✗	✓	✗	6/10
Safire GEX	7.12	8.10	7.11	9.05	4cyl 1368cc	5M	89	115	na	na	na	✓	✓	✓	✗	●	✗	✓	✓	✓	◐	6/10
Quadrajet LX	6.44	7.55	6.44	8.39	4cyl 1248cc	5M	89	200	160	14.22	14	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	6/10
Quadrajet VX	6.89	8.50	6.89	9.17	4cyl 1248cc	5M	89	200	160	14.22	14	✓	✓	✗	✗	●	✗	✓	✗	✓	✗	6/10
Quadrajet EX	7.98	9.29	7.98	10.31	4cyl 1248cc	5M	89	200	160	14.22	14	✓	✓	✓	✗	●	✗	✓	✓	✓	◐	6/10

Safari Storme: Big, heavy, ponderous and somehow likeable. Colossal comfort, great off-road ability.

TG Choice: ***VX 4x4*** *as it's a great off-roader and can go places without fearing the terrain.*

L: 465cm **W:** 193cm **H:** 192.2cm **Boot:** 980 litres **Fuel Tank:** 55litres, **Ground Clearance:** 20.5cm **Also try:** Mahindra Scorpio, Ford Endeavour

LX 4x2	10.30	9.95*	10.30	13.07	4cyl 2179cc	5M	138	320	na	14.2	10.5	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	6/10
EX 4x2	11.22	10.82*	11.21	14.01	4cyl 2179cc	5M	138	320	na	14.2	10.5	✗	✗	✓	✗	✗	✗	✓	✗	✓	✗	6/10
VX 4x2	13.00	12.40*	12.98	15.87	4cyl 2179cc	5M	138	320	na	14.2	10.5	✗	✓	✓	✗	●	✓	✓	✓	✓	◐	6/10
VX 4x4	14.32	13.67*	14.30	17.45	4cyl 2179cc	5M	138	320	na	15.13	10	✓	✓	✓	✗	●	✓	✓	✓	✓	◐	6/10

Zest: A compact sedan available with a turbo-petrol motor, and an automated manual 'box, but only with a diesel engine for now

TG Choice: ***XMA*** *as it's got the perfect combination of a diesel motor paired to an automated manual gearbox that makes life easy.*

L: 399.5cm **W:** 170.6cm **H:** 157cm **Boot:** 390 litres **Fuel Tank:** 44litres **Ground Clearance:** 17.5cm **Also try:** Hyundai Xcent, Honda Amaze, Maruti DZire

XE 1.2 P	4.63	4.64*	4.68	6.07	4cyl 1193cc	5M	89	140	na	na	na	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	7/10
XM 1.2 P	5.25	5.25*	5.31	6.81	4cyl 1193cc	5M	89	140	na	na	na	✗	✓	✓	✗	●	✗	✓	✓	✓	✗	7/10
XMS 1.2 P	5.43	5.43*	5.49	7.05	4cyl 1193cc	5M	89	140	na	na	na	✓	✓	✓	✗	●	✗	✓	✓	✓	✗	7/10
XT 1.2 P	6.01	5.99*	6.06	7.75	4cyl 1193cc	5M	89	140	na	na	na	✓	✓	✓	✓	●	✗	✓	✓	✓	◐	7/10
XE 1.3 D	5.67	5.64*	5.73	7.39	4cyl 1248cc	5M	74	190	na	na	na	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	7/10
XM 1.3 D	6.31	6.27*	6.37	8.20	4cyl 1248cc	5M	89	200	na	na	na	✗	✓	✓	✗	●	✗	✓	✓	✓	✗	7/10
XMS 1.3 D	6.49	6.45*	6.55	8.34	4cyl 1248cc	5M	89	200	na	na	na	✓	✓	✓	✗	●	✗	✓	✓	✓	✗	7/10
XMA 1.3 D	7.05	6.99*	7.10	9.08	4cyl 1248cc	5A	89	200	na	na	na	✗	✓	✓	✗	●	✗	✓	✓	✓	✗	7/10
XT 1.3 D	7.05	6.99*	7.10	9.13	4cyl 1248cc	5M	89	200	na	na	na	✓	✓	✓	✓	●	✗	✓	✓	✓	◐	7/10

TOYOTA

Dealers 152 **Warranty** na **Website** www.toyotabharat.com

Company description: *Massive world-player but also churns out the reliably unexceptional in frightening numbers.*

TG Awards: **-**

Camry: The handsome new Camry is fast and spacious, and has a great cabin.

Build: Assembled

TG Choice: *The Hybrid is you want low running costs.*

L: 482.5cm **W:** 182.5cm **H:** 148cm **Boot:** 484 litres **Fuel Tank:** 70 litres, **Ground Clearance:** 16cm **Also try:** Nissan Teana, VW Passat, Hyundai Sonata

Hybrid	29.36	29.75	29.12	33.56	4cyl 2494cc	6A	202	213	na	na	na	✓	✓	✓	✓	●	✓	✓	✓	✓	◐	6/10
2.5l	25.46	24.77	25.08	28.95	4cyl 2494cc	6A	178	233	na	8.93	9.8	✓	✓	✓	✓	●	✓	✓	✓	✓	◐	7/10

Corolla Altis: The new one is not all-new but still very good. Altis is a refined, comfortable businessman's sedan.

TG Choice: *The **diesel GL** would be just fine, as Corollas are usually chauffeur-driven.*

L: 454cm **W:** 176cm **H:** 147.5cm **Boot:** 475 litres **Fuel Tank:** 55 litres, **Ground Clearance:** 17.5cm **Also try:** Chevrolet Cruze, Renault Fluence.

JS	12.19	13.79	12.20	14.52	4cyl 1798cc	6M	138	173	na	na	na	✗	✓	✗	✗	●	✗	✓	✗	✗	✗	7/10
G	13.94	15.78	13.96	16.68	4cyl 1798cc	6M	138	173	na	na	na	✓	✓	✓	✓	●	✗	✓	✓	✓	◐	7/10
GL	15.58	17.65	15.60	18.64	4cyl 1798cc	6M	138	173	na	na	na	✓	✓	✓	✗	●	✓	✓	✓	✓	◐	7/10
G (CVT)	15.24	17.26	15.26	18.23	4cyl 1798cc	7A	138	173	na	na	na	✓	✓	✓	✓	●	✓	✓	✓	✓	◐	7/10

Gadgets & Safety Guide ✓ Yes ✗ No ◐ Optional *Indicates Ex-showroom prices for Mumbai and Delhi

TOPGEAR NEW CAR GUIDE

◀ Toyota continued

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
V L	17.09	19.36	17.11	20.44	4cyl 1798cc	7A	138	173	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10
D-4D J	13.27	15.02	13.29	16.10	4cyl 1364cc	6M	87	205	na	na	na	✖	✔	✖	✖	●	✖	✔	✖	✖	✖	7/10
D-4D G	15.24	17.26	15.26	18.49	4cyl 1364cc	6M	87	205	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10
D-4D GL	16.88	19.12	16.90	20.48	4cyl 1364cc	6M	87	205	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	7/10
D-4DJS	13.84	15.67	13.86	16.79	4cyl 1364cc	6M	87	205	na	na	na	✔	✔	✔	✔	●	✔	✔	✖	✔	✖	7/10

Etios: Made not to excite but just smack you with the practicality and comfort of a Toyota.

TG Choice: *The **V** should be just fine as this car is for people who put logic over excitement.*

L: 426.5cm **W:** 169.5 cm **H:** 151cm **Boot:** 595 litres **Fuel Tank:** 45 litres, **Ground Clearance:** 17cm **Also try:** Maruti Swift DZire, Mahindra Verito

J	5.35	5.46	5.40	6.64	4cyl 1496cc	5M	89	132	180	11.2	12.9	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	4/10
G	5.89	6	5.96	7.25	4cyl 1496cc	5M	89	132	180	11.2	12.9	⊖	⊖	✔	✖	✖	✖	✔	✖	✖	✖	4/10
V	6.61	7.22	6.65	8.04	4cyl 1496cc	5M	89	132	180	11.2	12.9	✔	✔	✔	✖	●	✖	✔	✔	✔	✖	4/10
VX	6.99	7.72	7.04	8.49	4cyl 1496cc	5M	89	132	180	11.2	12.9	✔	✔	✔	✖	●	✖	✔	✔	✔	✖	4/10
GD	6.97	7.30	7.04	8.58	4cyl 1364cc	5M	67	170	170	na	na	⊖	⊖	✔	✖	✖	✖	✔	✖	✖	✖	4/10
VD	7.68	8.39	7.73	9.38	4cyl 1364cc	5M	67	170	170	na	na	✔	✔	✔	✖	●	✖	✔	✔	✔	✖	4/10
VXD	8.07	8.90	8.12	9.85	4cyl 1364cc	5M	67	170	170	na	na	✔	✔	✔	✖	●	✖	✔	✔	✔	✖	4/10

Etios Liva: A practical, no-nonsense family car that we need, but not necessarily want.

TG Choice: *The **V** makes perfect sense for a hatchback that tilts more towards practicality.*

L: 377.5cm **W:** 169cm **H:** 151cm **Boot:** 251 litres **Fuel Tank:** 45 litres, **Ground Clearance:** 17cm **Also try:** Maruti Swift, Maruti Ritz, VW Polo.

GD	6.11	6.20	6.14	7.48	4cyl 1364cc	5M	67	170	160	na	na	✖	⊖	✔	✖	✔	✖	✔	✖	✖	✖	5/10
J	4.63	4.48	4.65	5.62	4cyl 1197cc	5M	79	104	na	14.33	14.4	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	5/10
G	4.85	5.12	4.88	5.87	4cyl 1197cc	5M	79	104	na	14.33	14.4	✖	⊖	✔	✖	✔	✖	✔	✖	✖	✖	5/10
V	5.64	5.63	5.64	6.77	4cyl 1197cc	5M	79	104	na	14.33	14.4	✔	✔	✔	✖	●	✖	✔	✔	✔	✖	5/10
VX	6.02	6.57	6.02	7.22	4cyl 1197cc	5M	79	104	na	14.33	14.4	✔	✔	✔	✖	●	✖	✔	✔	✔	✖	5/10
Cross V	7.46	8.25	7.46	8.93	4cyl 1496cc	5M	89	132	na	na	na	✔	✔	✔	✖	●	✖	✔	✔	✔	✖	5/10
Cross VD	7.46	8.44	7.46	9.08	4cyl 1364cc	5M	67	170	na	na	na	✔	✔	✔	✖	●	✖	✔	✔	✔	✖	5/10

Fortuner: Brutal power and great value. Interiors are practical but not very well finished. Powerful engine though.

TG Choice: *Despite two new variants, we would still stick to the old school 4x4 Manual.*

L: 470.5cm **W:** 184cm **H:** 185cm **Boot:** na **Fuel Tank:** 80 litres, **Ground Clearance:** 22 cm **Also try:** Ford Endeavour, Honda CR-V, Chevrolet Captiva

4x4 Manual	23.41	22.93	23.36	28.74	4cyl 2982cc	5M	168	343	170	11.2	12	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	5/10
4x2 Auto	23.15	24.10	23.10	28.41	4cyl 2982cc	4A	168	360	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	5/10
4x2 Manual	22.78	24.50	22.11	27.21	4cyl 2982cc	5M	168	343	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	5/10

Innova: Incredible. Does absolutely everything, and does it with gusto. Also available in CNG variant for ₹85,000 extra.

TG Choice: ***VX 7S,*** *as it comes with all the creature comforts, and captain seats at the back.*

L: 455.5cm **W:** 177cm **H:** 176cm **Boot:** na **Fuel Tank:** 55 litres, **Ground Clearance:** 17.5cm **Also try:** Mahindra Scorpio, Tata Sumo Grande, Mahindra Xylo

GX 7S D	12.53	12.33	12.55	15.15	4cyl 2494cc	5M	100	200	na	na	na	✖	✖	✖	✖	✖	✖	✖	✖	✖	◐	6/10
GX 8S D	12.59	12.37	12.60	15.21	4cyl 2494cc	5M	100	200	na	na	na	✖	✖	✔	✔	✖	✖	✔	✖	✖	◐	6/10
VX 7S D	14.63	14.38	14.57	17.64	4cyl 2494cc	5M	100	200	na	na	na	✖	✖	✔	✔	●	✖	✔	✖	✖	◉	6/10
VX 8S D	14.67	14.42	14.61	17.69	4cyl 2494cc	5M	100	200	na	na	na	✔	✖	✔	✔	●	✖	✔	✔	✔	◉	6/10
Z	15.16	na	15.10	18.28	4cyl 2494cc	5M	100	200	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	6/10

Land Cruiser Prado: Big, thirsty and not ballerina-like on-road, but a great SUV despite that. *Build: Import*

TG Choice: *Try the Mitsubishi Montero, it's a better SUV on and off the road.*

L: 478.0cm **W:** 188.5cm **H:** 188cm **Boot:** 620 litres **Fuel Tank:** 87 litres, **Ground Clearance:** 22cm **Also try:** Mitsubishi Montero, Volvo XC 90

Prado	86.14	84.87*	85.87	98.51	4cyl 2982cc	5A	170	410	na	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	5/10

Land Cruiser: Bigger, thirstier version of the Prado, with a V8. The best off-roader that money can buy. *Build: Import*

TG Choice: *Comes with a long list of features to choose from, only one engine option, the **V8 diesel**.*

L: 495cm **W:** 187 cm **H:** 186.5cm **Boot:** na **Fuel Tank:** 83 litres, **Ground Clearance:** 22cm **Also try:** Mercedes GL-Class, Audi Q7

V8	115	85*	115.5	103	8cyl 4461cc	6A	261	650	na	11.4	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◉	6/10

Prius: Toyota gets its green face to India at a price. Well, who said going green was cheap? *Build: Import*

TG Choice: *Any variant you choose, you'll have done your bit for Mother Nature.*

L: 446cm **W:** 174.5cm **H:** 152.5cm **Boot:** na **Fuel Tank:** 45 litres, **Ground Clearance:** NA **Also try:** Nothing yet.

Z3	27	30.7	27	32	4cyl 1798cc	6A	98	149	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◉	6/10
Z4	28	32.22	28	34	4cyl 1798cc	6A	98	149	na	na	na	✔	✔	✔	✔	●	✖	✔	✔	✔	◉	6/10

VOLKSWAGEN

Dealers 110 **Warranty** 2yrs/ unlimited km **Website** www.volkswagen.co.in

Company description: *The international giant has been getting good response in India , thanks to German engineering with an affordable pricetag.*

TG Awards: ***Most improved car of the year 2014: Polo GT TSI***
'It's like watching a good ol' movie from the 1960s in technicolor'

Jetta: More than just a bigger Vento, even if some equipment is missing. *Build: Assembled*

TG Choice: *Highline AT, pity there's no auto in the other variants.*

L: 464.4cm **W:** 177.7 cm **H:** 145.3cm **Boot:**na **Fuel Tank:** 55 litres , **Ground Clearance:** 13.9cm **Also try:** Toyota Corolla Altis

Trendline	14.37	16.40	14.31	18.35	4cyl 1968cc	6M	139	320	206	na	na	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	5/10
Comfortline	15.79	18	15.72	20.64	4cyl 1968cc	6M	139	320	187	na	na	✔	✔	✔	✖	●	✖	✔	✔	✔	◐	5/10
Highline	17.36	19.80	17.29	22.90	4cyl 1968cc	6M	139	320	187	na	na	✔	✔	✔	✔	●	✔	✔	✔	✔	◐	5/10
Highline AT	18.18	20.68	18.10	24.33	4cyl 1968cc	6A	139	320	187	10.1	10	✔	✔	✔	✔	●	✔	✔	✔	✔	◐	5/10
Trendline P	13.84	13.60*	13.84	16.61	4cyl 1390cc	6M	121	200	na	na	na	✔	✔	✔	✖	✔	✖	✔	✔	✔	✖	6/10
Comfortline P	15.33	15.07*	15.33	18.39	4cyl 1390cc	6M	121	200	na	na	na	✔	✔	✔	✖	●	✖	✔	✔	✔	◐	6/10

Buyers Guide continued ▶

*Indicates Ex-showroom prices for Mumbai and Delhi ✔ Yes ✖ No ⊖ Optional Gadgets & Safety Guide

TOPGEAR NEW CAR GUIDE

◀ Volkswagen continued

Volkswagen

Polo: Smart, sophisticated, German. Sticks to all the norms and is affordable too.

TG Choice: *The **GT TSI** is our pick of the lot.*

L: 397cm **W:** 168.2cm **H:** 146.9cm **Boot:** 280 litres **Fuel Tank:** 45 litres, **Ground Clearance:** 16.8cm **Also try:** Hyundai i20, Honda Jazz, Fiat Punto, Maruti Swift

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
1.2 Trendline P	4.57	6.05	4.6	6.38	3cyl 1198cc	5M	74	110	175	14.47	14.3	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	5/10
1.2 Comfortline P	5.1	6.69	5.1	7.10	3cyl 1198cc	5M	74	110	175	14.47	14.3	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	5/10
1.2 Highline P	6.04	7.38	6.1	7.59	3cyl 1198cc	5M	74	110	175	14.47	14.3	✓	✓	✓	✗	●	✗	✓	✓	✓	◀	5/10
1.5 Trendline D	5.6	7.54	5.63	8.08	4cyl 1498cc	5M	88	230	160	13.6	14	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	6/10
1.5 Comfortline D	6.1	8.22	6.15	8.82	4cyl 1498cc	5M	88	230	160	13.6	14	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	6/10
1.5 Highline D	7.06	8.74	7.12	9.31	4cyl 1498cc	5M	88	230	160	13.6	14	✓	✓	✓	✓	●	✗	✓	✓	✓	◀	6/10
1.2 GT TSI	na	9.50	na	9.91	4cyl 1197cc	7A	103	175	172	10.85	12.7	✓	✓	✓	✓	●	✗	✓	✓	✓	◀	7/10
1.5 GT TDI	8.22	9.83	8.22	10.08	4cyl 1498cc	5M	103	250	180	10.27	13	✓	✓	✓	✓	●	✗	✓	✓	✓	◀	7/10
Cross Polo	na	9.36	na	8.29	3cyl 1199cc	5M	74	180	na	15.66	15.9	✓	✓	✓	✓	●	✗	✓	✓	✓	◀	5/10

Vento: Fantastic value for a VW sedan; tarmac-smothering ride and still a great looker.

TG Choice: ***1.5 Highline diesel,*** *for German build quality with diesel economy.*

L: 438.4cm **W:** 169.9 cm **H:** 146.6cm **Boot:** 527 litres **Fuel Tank:** 55 litres, **Ground Clearance:** 16.8cm **Also try:** Hyundai Verna, Honda City, Maruti SX4, Fiat Linea, Ford Fiesta

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
1.2 TSI	na	11.83	na	12.30	4cyl 1197cc	7A	103	175	172	11.52	12.45	✓	✓	✓	✓	●	✓	✓	✓	✓	◀	7/10
1.6 Trendline P	7.12	9.26	7	9.24	4cyl 1498cc	5M	103	153	185	na	na	✗	✗	✓	✗	✗	✗	✓	✗	✗	◀	6/10
1.6 Highline P	8.23	10.68	8.3	10.86	4cyl 1498cc	5M	103	153	185	na	na	✓	✓	✓	✓	●	✗	✓	✓	✓	◀	6/10
1.5 Trendline D	8.12	10.48	8.06	10.89	4cyl 1498cc	5M	103	250	na	na	na	✗	✗	✓	✗	✗	✗	✓	✗	✗	◀	7/10
1.5 Highline D	9.23	12.04	9.31	12.53	4cyl 1498cc	5M	103	250	na	na	na	✓	✓	✓	✓	●	✗	✓	✓	✓	◀	7/10
1.5 Comfortline D	9.05	11.16	9.01	11.96	4cyl 1498cc	5M	103	250	na	na	na	✓	✓	✓	✗	✓	✗	✓	✗	✓	◀	7/10
1.5 Comfortline D DSG	9.05	11.16	9.01	13.23	4cyl 1498cc	7A	103	250	na	11.5	15	✓	✓	✓	✗	✓	✗	✓	✗	✓	◀	7/10
1.5 Highline D DSG	9.05	11.16	9.01	13.80	4cyl 1498cc	7A	103	250	na	11.5	15	✓	✓	✓	✓	●	✗	✓	✗	✓	◀	7/10

VOLVO

Dealers 15 **Warranty** 2yrs/60,000km **Website** www.volvocars.com/in

Company description: *The company has been very subtle with its presence, just like its cars, but things are changing with the S60 and the XC60.*

TG Awards: **-**

S60: The S60 comes as a breath of fresh air; it's a comfortable tourer and a worthy adversary to the German trio. ***Build: Import***

TG Choice: ***Kinetic D4****, comes pretty well equipped minus the leather seats.*

L: 463.5cm **W:** 209.7 cm **H:** 148.4cm **Boot:** 380 litres **Fuel Tank:** 67.5 litres, **Ground Clearance:** 13.6cm **Also try:** Audi A4, Merc C-Class, BMW 3 series, and perhaps a vault

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
D4 Kinetic	25.50	28.88	na	46.47	5cyl 1984cc	6A	160	400	220	9	11.2	✓	✓	✓	✓	●	✓	✓	✓	✓	⊖	7/10
D4 Momentum	28.5	32.32	na	49.88	5cyl 1984cc	6A	163	400	220	9	11.2	✓	✓	✓	✓	●	✓	✓	✓	✓	⊖	6/10
D5 Inscription	31.60	35.76	na	53.82	5cyl 2400cc	6A	211	440	230	8.1*	14.1*	✓	✓	✓	✓	●	✓	✓	✓	✓	⊖	7/10
T6	na	42*	na	55.98	4cyl 1969cc	8A	302	400	na	na	na	✓	✓	✓	✓	●	✓	✓	✓	✓	⊖	-

S80: Stealth luxury car that promises top-flight comfort and safety, and decent dynamics. At a great price. ***Build: Import***

TG Choice: ***D5*** *is a good engine, S-Class luxury at E-Class price.*

L: 485.1cm **W:** 210 cm **H:** 149.3cm **Boot:** 480 litres **Fuel Tank:** 70 litres, **Ground Clearance:** 14.8cm **Also try:** Audi A6, BMW 5-Series, Mercedes-Benz E-Class

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
D4 Kinetic	33.90	38.32	na	na	5cyl 1984cc	6A	163	400	240	9.6	10.8	✓	✓	✓	✓	●	✓	✓	✓	✓	⊖	5/10
D4 Summum	na	na	na	57.57	5cyl 1984cc	6A	163	400	240	9.6	10.8	✓	✓	✓	✓	●	✓	✓	✓	✓	⊖	5/10
D5 Summum	40.00	45.19	na	62.28	5cyl 2400cc	6A	202	400	225	9	13.7	✓	✓	✓	✓	●	✓	✓	✓	✓	⊖	5/10

XC60: If you crash this car, you're either unfit to drive or you're running an insurance scam. ***Build: Import***

TG Choice: *Comes with a long list of optional features.*

L: 464.4cm **W:** 163 cm **H:** 171.3cm **Boot:** 495 litres **Fuel Tank:** 70 litres, **Ground Clearance:** 21cm **Also try:** Audi Q5, BMW X3, Land Rover Freelander

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
D4 Kinetic	35.95	40.62	na	58.08	5cyl 2400cc	6A	160	400	220	10.5	10.2	✓	✓	✓	✓	●	✓	✓	✓	✓	⊖	5/10
D4 Summum	42.00	49.10	na	62	5cyl 2400cc	6A	211	440	200	7.8	11.1	✓	✓	✓	✓	●	✓	✓	✓	✓	⊖	6/10
D5 Summum	42.00	49.10	na	66.60	5cyl 2400cc	6A	211	440	200	7.8	11.1	✓	✓	✓	✓	●	✓	✓	✓	✓	⊖	6/10

XC90: All-new avatar moves the game forward. Is now a real threat to its German compatriots ***Build: Import***

TG Choice: ***Inscription,*** *if you want to treat yourself to the finest of Swedish luxury.*

L: 462.1cm **W:** 163.2 cm **H:** na **Boot:** 615 litres **Fuel Tank:** 70 litres, **Ground Clearance:** 21cm **Also try:** Mercedes-Benz M-Class, BMW X5, Audi Q7

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
Momentum	na	na	na	64.90*	4cyl 1969cc	8A	222	470	na	na	na	✓	✓	✓	✓	●	✓	✓	✓	✓	⊖	8/10
Inscription	na	na	na	77.90*	4cyl 1969cc	8A	222	470	na	na	na	✓	✓	✓	✓	●	✓	✓	✓	✓	⊖	8/10

V40: A Swedish hatch that looks rather good and is backed by strong driving dynamics. ***Build: Import***

TG Choice: *Depends on your usage, really. There's a petrol and a diesel (and a 'cross' version), so you pick.*

L: 437cm **W:** 178.3 cm **H:** 145.8cm **Boot:** 335 litres **Fuel Tank:** 60 litres, **Ground Clearance:** na **Also try:** Mercedes-Benz B-Class, Mini Countryman D

	Price				Numbers							Features										
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
D3 Cross Country	na	28.5*	na	44.22	5cyl 1984cc	6A	148	350	na	na	na	✓	✓	✓	✓	●	✓	✓	✓	✓	⊖	7/10
T4 Cross Country	na	27*	na	27*	4cyl 1596cc	6A	177	240	na	na	na	✓	✓	✓	✓	●	✓	✓	✓	✓	⊖	-
Kinetic	na	24.75*	na	33.36	5cyl 1984cc	6A	150	350	na	na	na	✓	✓	✓	✓	●	✓	✓	✓	✓	⊖	7/10
R-Design	na	27.70*	na	37.23	5cyl 1984cc	6A	150	350	na	na	na	✓	✓	✓	✓	●	✓	✓	✓	✓	⊖	8/10

Buyers Guide continued ▶

Gadgets & Safety Guide ✓ Yes ✗ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai and Delhi

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TOPGEAR NEW BIKE GUIDE

Buyers Guide continued ▶

BAJAJ

Dealers na **Warranty** na **Website** www.bajajauto.com

Company description: *The Pulsar saw them shoot to fame and they've kept the momentum going with frequent updates.*

TG Awards: -

Avenger: The Eliminator with a Pulsar 220 DTS-i engine. It's swanky and seen as a true-blue affordable cruiser.

L: 201.2cm **Seat Height:** na. **Wheelbase:** 127.1cm **Weight:** 129kg **Wheel size:** 17inches **Fuel tank:** 10litres **Also try:** The Enfield range

	Price				Numbers							Features								TG RATING
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	
220	0.78	0.76	0.77	0.90	1cyl 220cc	5M	19.03	17.5	na	na	na	✔	✔	✔	✖	✔	✔	✔	✔	5/10

Discover: Bajaj's salvo in the exec segment. Quite a looker if you opt for alloys and disc-brake variant.

L: 204cm **Seat Height:** 795 **Wheelbase:** 130.5cm **Weight:** 118kg **Wheel size:** 17inches **Fuel tank:** 8 litres **Also try:** Gladiator, Victor 125, Glamour

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
100 M	0.49	0.48	0.48	0.56	1cyl 102cc	4M	9.2	9.2	na	na	70	✖	✔	✖	✖	✖	▬	✔	✖	5/10
125 M	0.51	0.50	0.49	0.59	1cyl 124cc	5M	13	10.8	na	na	na	▬	▬	✔	✔	✔	✖	▬	✖	7/10
150 F	na	na	na	0.58	1cyl 145cc	5M	14.3	12.75	na	na	na	✔	✔	✔	✔	✔	✔	▬	✖	7/10
150 S	na	na	na	0.54	1cyl 145cc	5M	14.3	12.75	na	na	na	✔	✔	✔	✔	✔	✔	▬	✖	7/10

Pulsar: Arguably, India's most popular bike for those who crave power and flamboyance. Near-perfect bike, fast, fun and practical.

L: 203cm **Seat Height:** na **Wheelbase:** 132cm **Weight:** 137-165kg **Wheel size:** 17inches **Fuel tank:** 15litres **Also try:** Unicorn, CBZ X-treme, Apache

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
135 LS	0.60	0.58	0.59	0.69	1cyl 134cc	5M	13.5	11.4	na	na	35	✔	✔	✔	✔	✔	✔	▬	✔	6/10
150	0.67	0.66	0.67	0.76	1cyl 149.5cc	5M	15.06	12.5	na	na	52.6	✔	✔	✔	✖	✔	✔	▬	✖	4/10
180	0.70	0.69	0.70	0.81	1cyl 178cc	5M	17	14.22	na	na	45	✔	✔	✔	✖	✔	✔	▬	✔	4/10
220	0.83	0.81	0.82	0.95	1cyl 220cc	5M	21	19.2	na	na	35	✔	✔	✔	✔	✔	✔	▬	✔	5/10
200NS	0.86	0.84	0.85	0.99	1cyl 200cc	5M	23	18.3	na	na	na	✔	✔	✔	✔	✔	✔	▬	✔	7/10
RS200 ABS	1.30	1.30	1.30	1.30	1cyl 199.5cc	5M	24	18.6	na	na	na	✔	✔	✔	✔	✔	✔	▬	✔	7/10
AS150	0.86	0.84	0.85	0.99	1cyl 149.5cc	5M	17	13	na	na	na	✔	✔	✔	✔	✔	✔	▬	✔	7/10
AS200	1.30	1.30	1.30	1.30	1cyl 199.5cc	5M	23	18	na	na	na	✔	✔	✔	✔	✔	✔	▬	✔	7/10

BENELLI

Dealers 9 **Warranty** na **Website** www.dskbenelli.com

Company description: *Say hello to the other Italian bikemaker: Benelli is now in India, with its entire range of TNT motorcycles.*

TG Awards: -

TNT 300: The most affordable twin-cylinder Italian in our land.

L: 213cm **Seat Height:** na **Wheelbase:** 141cm **Weight:** 196kg **Wheel size:** 17inches **Fuel tank:** 16litres **Also try:** Kawasaki Z250

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
300	3.53	3.37	2.88	3.54	2cyl 300cc	6M	37.7	26.5	na	na	na	✔	✔	✔	✖	✔	✔	✔	✔	7/10

TNT 600i: The world of four-cylinder motorcycles is now more accessible, thanks to the reasonably-priced 600i

L: 216cm **Seat Height:** na. **Wheelbase:** 148cm **Weight:** 231kg **Wheel size:** 17inches **Fuel tank:** 15litres **Also try:** Kawasaki er-6N

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
600i	6.12	5.96	5.24	6.15	4cyl 600cc	6M	84	54.6	na	na	na	✔	✔	✔	✖	✔	✔	✔	✔	7/10

TNT 600GT: Think 600i with a half-fairing and hard saddlebags, but only better in every single way.

L: 215cm **Seat Height:** na **Wheelbase:** 147cm **Weight:** 243kg **Wheel size:** 17inches **Fuel tank:** 27litres **Also try:** Kawasaki Ninja 650

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
600GTS	6.67	6.50	6.09	6.70	4cyl 600cc	6M	84	54.6	na	na	na	✔	✔	✔	✖	✔	✔	✔	✔	8/10

TNT 899: A characterful, large-hearted three-pot naked that's priced a little too high.

L: na **Seat Height:** na **Wheelbase:** na **Weight:** na **Wheel size:** na **Fuel tank:** 16litres **Also try:** Kawasaki Z800 and Z1000

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
899	10.94	10.77	9.65	11	3cyl 898cc	6M	na	na	na	na	na	✔	✔	✔	✖	✔	✔	✔	✔	7/10

TNT R: The pinnacle of the TNT range. Massive, eye-catching (in gold), and just as explosive as the name.

L: na **Seat Height:** na **Wheelbase:** na **Weight:** na **Wheel size:** na **Fuel tank:** 16litres **Also try:** Triumph Speed Triple

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
1130	13.55	13.36	12.02	13.63	3cyl 1131cc	6M	na	na	na	na	na	✔	✔	✔	✖	✔	✔	✔	✔	7/10

BMW

Dealers na **Warranty** na **Website** www.motorrad-navnitmotors.in

Company description: *Today, Bavaria's famed two-wheeled company still makes their ever-lovin' boxer-engined monuments.*

TG Awards: ***Superbike of the year 2011: BMW R1200GS***
'The BMW R1200 GS spans the whole range of split personalities, from tyre burner to world traveller.'

Enduro: A real-life legend. Will go on forever, taking a couple of armageddons in its stride.

L: 221/224cm **Seat Height:** 85/89cm **Wheelbase:** na **Weight:** 234/259kg **Wheel size:** 17inches **Fuel tank:** 20/33litres **Also try:** Ducati Multistrada

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
R 1200 GS	na	na	na	29.23*	2cyl 1170cc	6M	110	120	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-
R 1200 GS Adventure	na	na	na	29.98*	2cyl 1170cc	6M	110	120	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-

Roadster: Hooliganism, the BMW way – pick a boxer or a more conventional inline-four.

L: 214/222cm **Seat Height:** 80/82cm **Wheelbase:** na **Weight:** 227/243kg **Wheel size:** 17inches **Fuel tank:** 18/19litres **Also try:** Honda CB1000R

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
R 1200 R	na	na	na	23.86*	2cyl 1170cc	6M	110	119	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-
K 1300 R	na	na	na	26.88*	4cyl 1293cc	6M	173	140	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-

Sport: Quite simply, the best litre-bike there is.

L: 205cm **Seat Height:** 82cm **Wheelbase:** na **Weight:** 204kg **Wheel size:** 17inches **Fuel tank:** 17.5litres **Also try:** Honda CBR1000RR, Suzuki GSX-R 1000

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
S1000 RR	na	na	na	28.32*	4cyl 999cc	6M	193	112	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-

Gadgets & Safety Guide ✔ Yes ✖ No ▬ Optional *Indicates Ex-showroom prices for Mumbai

TOPGEAR NEW BIKE GUIDE

▶ BMW continued

	Price				Numbers							Features								
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
K1300 S	na	na	na	28.10*	4cyl 1293cc	6M	172	140	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-

Tour: Long-range missiles. The only question is, two cylinders or six?

L: 223cm **Seat Height:** 82cm **Wheelbase:** na **Weight:** 263kg **Wheel size:** 17inches **Fuel tank:** 25litres **Also try:** Suzuki Hayabusa

K 1600 GT	na	na	na	35.78*	6cyl 1649cc	6M	158	175	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-
K 1600 GTL	na	na	na	39.19*	6cyl 1649cc	6M	158	175	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-

DUCATI

Dealers 3 **Warranty** na **Website** www.ducati.com

Company description: *Indian Ducatisti, rejoice! The Italians have returned in full force. No Multistrada for the moment, though.*

TG Awards: -

Monster: The most iconic modern-day Ducati. The 821 has now joined the ranks.

L: 210cm **Seat Height:** 77cm **Wheelbase:** 145cm **Weight:** 188kg **Wheel size:** 17 inches **Fuel tank:** 13 litres **Also try:** Benelli TNT 899, Kawasaki Z800

795	na	7.57	na	6.57*	2cyl 803cc	6M	85	78	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	-
796 S2R	na	8.70	na	6.57*	2cyl 803cc	6M	87	78	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	-
821	na	10.96	na	6.57*	2cyl 821cc	6M	110	89	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	7/10

Hypermotard: A Ducati that's really pushing the limits. Loaded to the gills with kit.

L: 209.5cm **Seat Height:** 83cm **Wheelbase:** 149cm **Weight:** 204kg **Wheel size:** 17 inches **Fuel tank:** 16 litres **Also try:** Triumph Tiger 800

Hypermotard	na	11.58	na	11.16*	2cyl 821cc	6M	108.6	89	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	-
Hyperstrada	na	12.65	na	11.16*	2cyl 821cc	6M	108.6	89	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	-

Diavel: Now refreshed, the Diavel is just as big and bad as it used to be.

L: 223.5cm **Seat Height:** 77cm **Wheelbase:** 158cm **Weight:** 234kg **Wheel size:** 17 inches **Fuel tank:** 17 litres **Also try:** Hitching a ride with the devil

Dark	na	15.90	na	14.02*	2cyl 1198cc	6M	160	130	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	-
Carbon Red	na	19.45	na	14.02*	2cyl 1198cc	6M	160	130	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	-
Carbon White	na	19.98	na	14.02*	2cyl 1198cc	6M	160	130	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	-

Panigale: Road-going version of Ducati's WSBK entry. Promises to be a blast to ride.

L: 207cm **Seat Height:** 83cm **Wheelbase:** 143.7cm **Weight:** 190kg **Wheel size:** 17 inches **Fuel tank:** 17 litres **Also try:** BMW S1000RR, Yamaha R1

1299	na	na	na	32.94*	2cyl 1285cc	6M	202	144	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	-
899	na	14.99	na	11.16*	2cyl 898cc	6M	148	99	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	-

Scrambler: There was a Scrambler back in the day, and this new one's just as simple (and as much fun) as the original.

L: 216.5cm **Seat Height:** 79-77cm **Wheelbase:** 144.5cm **Weight:** 186kg **Wheel size:** 17 inches **Fuel tank:** 13.5 litres **Also try:** Triumph Bonneville

Icon Red	na	7.61	na	na	2cyl 803cc	6M	74	68	na	na	na	✔	✔	✔	✖	✔	✔	✔	✔	8/10
Icon Yellow	na	7.72	na	na	2cyl 803cc	6M	74	68	na	na	na	✔	✔	✔	✖	✔	✔	✔	✔	8/10

HARLEY-DAVIDSON

Dealers 5 **Warranty** na **Website** www.harley-davidson.in

Company description: *They define cruisers. Local assembly has allowed them to drop prices and made their bikes even more appealing.*

TG Awards: ***Value for Money Bike of the Year 2015: Street 750***
'It proves that the terms 'cost-effective' and 'Harley-Davidson' can be used in the same sentence.'

Dyna: This one's on a diet and has all unnecessary weight sawed off. Great if you aren't much of a fan of bulky tourers

L: 235.7cm **Seat Height:** 64.7cm **Wheelbase:** 163cm **Weight:** 302.5kg **Wheel size:** 19inches **Fuel tank:** 17litres **Also try:** Sporter range, Honda CB 1000R, Yamaha

Street Bob	10.38	10.20	10.38	11.92	2cyl 1585cc	6M	na	126	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	-
Super Glide Custom	11.93	11.73	11.93	13.66	2cyl 1585cc	6M	na	126	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	-
Fat Bob	13.04	12.82	13.04	14.90	2cyl 1585cc	6M	na	126	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	5/10

Softail: Must have one for all Arnie/Terminator fans. Lots of chorme and scope for customisation, not necessarily a comfortable ride.

L: 240cm **Seat Height:** 70cm **Wheelbase:** 164cm **Weight:** 328kg **Wheel size:** 17inches **Fuel tank:** 19litres **Also try:** Suzuki Intruder, DYNA range.

Fatboy	15.10	14.84	15.10	17.19	2cyl 1198cc	6M	na	118	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	7/10
Heritage Classic	16.47	16.19	16.47	18.72	2cyl 1198cc	6M	na	118	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	8/10

Sportster: Still short, sharp-handling motorcycle, although bigger = more power, Always a good thing.

L: 218cm **Seat Height:** 99cm **Wheelbase:** 152cm **Weight:** 254kg **Wheel size:** 19inches **Fuel tank:** 12litres **Also try:** Honda CB 1000R, DYNA range.sx

Super Low	5.95	5.85	5.95	6.69	2cyl 883cc	6M	na	69	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	-
Iron 883	6.75	6.64	6.75	7.86	2cyl 883cc	5M	na	69	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	-
Forty Eight	8.82	8.67	8.82	10.17	2cyl 1202cc	5M	na	95	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	-

Street: H-D's entry motorcycle that looks like a scaled down Night-Rod Special, rides like a mini hot-rod too

L: 222.5cm **Seat Height:** na **Wheelbase:** 153.5cm **Weight:** 222kg **Wheel size:** na **Fuel tank:** 13.1litres **Also try:** Hyosung Aquila GV 650.

Street 750	4.17	4.10	4.17	4.92	2cyl 749cc	6M	na	60	na	na	na	✔	✔	⊖	✔	✔	✔	⊖	✔	8/10

Touring: It's quite literally what the name suggests. You can slap on a lot of touring gear to lug around your house with you.

L: 241cm **Seat Height:** 80cm **Wheelbase:** 161cm **Weight:** 368kg **Wheel size:** 18inches **Fuel tank:** 22litres **Also try:** Heritage Classic, Ultra Classic.

Street Glide	29.51	29	29.51	32.72	2cyl 1198cc	6M	na	118	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	-

V-Rod: HD fans have Porsche to thank for this one. One high-revving, smooth-pulling power cruiser, if that's your thing.

L: 244cm **Seat Height:** 67.5cm **Wheelbase:** 170cm **Weight:** 302kg **Wheel size:** 19inches **Fuel tank:** 18.9litres **Also try:** Ducati Diavel, Yamaha V-Max

NightRod Special	22.13	21.75	22.13	24.62	2cyl 1247cc	6M	na	111	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	8/10

Buyers Guide continued ▶

*Indicates Ex-showroom prices for Mumbai ✔ Yes ✖ No ⊖ Optional Gadgets & Safety Guide

TOPGEAR NEW BIKE GUIDE

◀ Buyers Guide continued

HERO

Dealers na **Warranty** 5 years **Website** www.heromotocorp.com

Company description: *'The Honda name has been striked out. Now its Hero vs Honda as the Japanese bike maker tries to grab market share from its old ally.*

TG Awards: -

Xtreme: There's nothing understated about the bike's looks, quite unlike its predecessor.

L: 201.2cm **Seat Height:** 79.5cm **Wheelbase:** 127.1cm **Weight:** 129kg **Wheel size:** 17 inches **Fuel tank:** 12.4 litres **Also try:** Honda CB Unicorn, Pulsar 150, Apache

	Price				Numbers							Features								TG RATING
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	
Xtreme	0.70	0.71	0.70	0.83	1cyl 149cc	5M	14.4	12.8	na	na	na	✔	✔	✔	✖	✔	✔	⊖	✔	3/10
Sports	na	na	na	0.87	1cyl 149cc	5M	15.6	13.5	na	na	na	✔	✔	✔	✖	✔	✔	⊖	✔	3/10

Hunk: Hero's third variant in the 150cc category. We wonder whether the name makes sense at all

L: 208cm **Seat Height:** 79.5cm **Wheelbase:** 132cm **Weight:** 146kg **Wheel size:** 17inches **Fuel tank:** 12.4litres **Also try:** Unicorn, Pulsar 150, Apache

	0.70	0.69	0.70	0.83	1cyl 149cc	5M	14.4	12.8	na	na	na	✔	✔	✔	✖	✔	✔	⊖	✔	3/10

Ignitor: This is Hero's attempt at stunning you. Looks a bit different, offers more features than the Stunner.

L: 201cm **Seat Height:** 109.5cm **Wheelbase:** 127cm **Weight:** 129kg **Wheel size:** 17inches **Fuel tank:** na **Also try:** Honda CBF Stunner

	0.60	0.59	0.60	0.72	1cyl 124cc	5M	11	11	na	na	na	✔	✔	✖	✔	✔	✔	✖	✖	4/10

Impulse: The only option if you like it dirty.

L: 210cm **Seat Height:** 83.5cm **Wheelbase:** 136cm **Weight:** 134kg **Wheel size:** 10inches **Fuel tank:** 11.1litres **Also try:** Unicorn, Pulsar 150, Apache

	0.70	0.68	0.70	0.82	1cyl 149cc	5M	13	13.4	na	na	na	⊖	✔	✔	✔	✔	✔	⊖	✔	6/10

Karizma: The only challenger to the Pulsar 220 DTS-i. Finally gets a much-needed facelift and fuel-injection system.

L: 212cm **Seat Height:** 79.5cm **Wheelbase:** 135 **Weight:** 150kg **Wheel size:** 18inches **Fuel tank:** 12litres **Also try:** Pulsar 220 DTS-i, Yamaha YZF R-15

Karizma R	0.79	0.78	0.79	0.94	1cyl 223cc	5M	17.6	18.3	125	3.8	na	✔	✔	✔	✔	✔	✔	⊖	✖	5/10
ZMR Fi	0.99	0.97	0.99	1.16	1cyl 223cc	5M	17.6	18.3	126	3.7	na	✔	✔	✔	✔	✔	✔	⊖	✖	5/10

Maestro: A testosterone-charged scooter aimed at men. Big size and proven mechanicals.

L: 178cm **Seat Height:** 77cm **Wheelbase:** 124 **Weight:** 110 **Wheel size:** 10inches **Fuel tank:** 5.3litres **Also try:** Honda Activa, Mahindra Duro, TVS Wego

	0.49	0.46	0.48	0.59	1cyl 109cc	V	8	9.1	na	na	43.6	✔	✖	✖	✖	✖	✖	✖	✖	5/10

Passion: A facelifted effort which is still chugging along? The passion is all lost but the will to move on is in abundance.

L: 198cm **Seat Height:** 78.5cm **Wheelbase:** 123cm **Weight:** 116kg **Wheel size:** 18 inches **Fuel tank:** 12litres **Also try:** Platina, Discover

X Pro	0.53	0.52	0.53	0.64	1cyl 109cc	4M	12	9.4	na	na	na	✔	⊖	✔	✖	✔	✔	✖	✖	2/10
Pro	0.51	0.50	0.51	0.61	1cyl 97cc	4M	10.5	7.95	na	na	na	✔	⊖	✔	✖	✔	✔	✖	✖	2/10

Pleasure: Hero's first automatic scooter is aimed at women only! And women are buying it with pleasure.

L: 175cm **Seat Height:** 76.5 **Wheelbase:** 124.1 **Weight:** 104kg **Wheel size:** 10inches **Fuel tank:** 5 litres **Also try:** Activa, Dio, Wave, Kinetic 4S

	0.46	0.42	0.44	0.53	1cyl 102cc	V	7	7.8	na	na	na	✔	✖	✖	✖	✖	⊖	✖	✖	5/10

Splendor: India's commuter bike of choice. Also available as a cafe racer, but take the 'racer' bit with lots of salt

L: 193-200cm **Seat Height:** 78.5 **Wheelbase:** 123-126.5 **Weight:** 109-130kg **Wheel size:** 18 inches **Fuel tank:** 8.7-13 litres **Also try:** Honda CD 110, Bajaj Discover 100 M

Super Splendor	na	na	na	0.65	1cyl 125cc	4M	9	10.3	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	5/10
iSmart	na	na	na	0.63	1cyl 97cc	4M	8	8	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	5/10
Pro	na	na	na	0.60	1cyl 97cc	4M	8	8	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	5/10
Splendor +	na	na	na	0.60	1cyl 97cc	4M	8	8	na	na	na	✖	✖	✖	✖	✖	✖	✖	✖	5/10
Pro Classic	na	na	na	0.61	1cyl 97cc	4M	8	8	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	7/10

HONDA

Dealers na **Warranty** na **Website** www.honda2wheelersindia.com

Company description: *Japanese giants have decided to go the full hog themselves and have motorcycles in every segment.*

TG Awards: ***Scooter of the year 2015: Activa 125***
'There's an amplified premium quotient to the 125, with added power and good levels of comfort.'

Activa: Bland styling that now looks dated in the face of fresher competition. You could swear on its quality and reliability though.

L: 176cm **Seat Height:** 76cm **Wheelbase:** 123cm **Weight:** 102kg **Wheel size:** 10inches **Fuel tank:** 5.3litres **Also try:** TVS Jupiter, Suzuki Access

Activa 125 Std	0.64	0.60	0.67	0.65	1cyl 124.9cc	V	8.6	10.12	na	na	na	✔	✔	✖	✖	✖	⊖	✖	✖	7/10
Activa 3G	0.57	0.53	0.60	0.58	1cyl 109cc	V	8	9	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	8/10
Activa-i	0.54	0.50	0.55	0.54	1cyl 109cc	V	8	9	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	5/10

Aviator: Just like the Dio, it uses the same engine as in the Activa. But all-new bodywork that's supposed to appeal to men. Really?

L: 180cm **Seat Height:** 79cm **Wheelbase:** 125cm **Weight:** 120kg **Wheel size:** 12inches **Fuel tank:** 6litres **Also try:** Activa, Dio, Access

Drum	0.59	0.55	0.61	0.59	1cyl 109cc	V	8	8.77	na	na	na	✔	✔	✖	✖	✖	✖	✖	✖	6/10

CBR 1000R: The most pocket friendly and usable litre bike that you can buy today. Crazy single-side swingarm takes the cake

L: 210.5cm **Seat Height:** 82.5cm **Wheelbase:** 144.5cm **Weight:** 217kg **Wheel size:** 17inches **Fuel tank:** 17liquids **Also try:** Ducati Monster, Yamaha MT01

1000R	na	12.91	na	13.92	4cyl 998cc	6M	123.3	100	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	8/10

CB Shine: It's now got a fair bit of 'shine' with bits like alloy wheels, electric start and sporty decals.

L: 201.5cm **Seat Height:** na **Wheelbase:** 126cm **Weight:** 122kg **Wheel size:** 12inches **Fuel tank:** 11litres **Also try:** Discover 125, Victor, Super Splendor.

	0.63	0.59	0.65	0.65	1cyl 124.6cc	4M	10.3	10.5	na	5.3	65	⊖	⊖	✔	✖	✖	⊖	✖	✖	4/10

Gadgets & Safety Guide ✔ Yes ✖ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai

TOPGEAR NEW BIKE GUIDE

◀ Honda continued

	Price				Numbers							Features								
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
CB Trigger: Honda takes another shot at the urban buyer in the 150cc segment																				
L: 204.5cm **Seat Height:** na **Wheelbase:** 132.5cm **Weight:** 138 **Wheel size:** 17litres **Fuel tank:** 12litres **Also try:** Bajaj Pulsar 150, Yamaha Fazer																				
	0.79	0.76	0.83	0.80	1cyl 149cc	5M	14	12.5	na	na	na	✔	⊖	⊖	✖	✔	✖	✖	✖	5/10
CB Unicorn 150: Still the best powertrain in the business and boasts extremely good quality.																				
L: 209.5cm **Seat Height:** na **Wheelbase:** 134cm **Weight:** 146kg **Wheel size:** 17inches **Fuel tank:** 13litres **Also try:** Pulsar 150, CBZ X-Treme, Apache																				
CB Unicorn 150	0.77	0.74	0.81	0.78	1cyl 149cc	5M	13.3	12.8	101	5	60	✔	✔	✔	✔	✔	✔	✔	✖	4/10
CB Unicorn 160: The trusty Honda, now available with a bigger 160cc motor.																				
L: 204.5cm **Seat Height:** na **Wheelbase:** 132.4cm **Weight:** 135kg **Wheel size:** 17inches **Fuel tank:** 12litres **Also try:** TVS Apache 160																				
Std	0.83	0.79	0.83	0.84	1cyl 162cc	5M	14.5	14.6	na	5	60	✔	✔	✔	✔	✔	✔	✔	✖	8/10
CBS	na	0.74	na	0.90	1cyl 162cc	5M	14.5	14.6	na	5	60	✔	✔	✔	✔	✔	✔	✔	✖	8/10
CBF Stunner: A performance bike packed in a 125cc bike? Take that with a pinch of salt. Looks sporty though.																				
L: 201.2cm **Seat Height:** na **Wheelbase:** 127.1cm **Weight:** 129kg **Wheel size:** 17inches **Fuel tank:** 10litres **Also try:** Gladiator SS, Discover, Glamour, Flame																				
Stunner	0.68	0.64	0.71	0.68	1cyl 125cc	5	11	11	na	5.2	na	⊖	✔	✖	✖	✔	⊖	⊖	✖	5/10
CBR: The 250 has been around for sometime and now you get it in 150 too!																				
L: 200cm **Seat Height:** na **Wheelbase:** 136.7cm **Weight:** 138kg **Wheel size:** 17inches **Fuel tank:** 13litres **Also try:** Ninja 300. Yamaha YZF R15 2.0																				
150R	1.39	1.34	1.45	1.42	1cyl 149cc	6M	18	13	na	na	na	✔	✔	✖	✔	✔	✔	✖	✖	5/10
250R STD	1.79	1.74	1.87	1.82	1cyl 249cc	6M	25	22.9	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	7/10
250R ABS	1.85	1.80	1.85	2.15	1cyl 249cc	6M	25	22.9	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-
CBR 1000RR: Another insanely quick bike to tear up our roads.																				
L: 208cm **Seat Height:** 82cm **Wheelbase:** na **Weight:** 199kg **Wheel size:** 17inches **Fuel tank:** 17 litres **Also try:** Suzuki GSX 1000R, Yamaha R1																				
1000RR	na	16.90	na	18.13	4cyl 999cc	6M	175.6	112	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	7/10
Dio: The refreshingly new Dio is a stunner. One of the best lookers in the country, though it needs more firepower.																				
L: 176cm **Seat Height:** 76cm **Wheelbase:** 123cm **Weight:** 102kg **Wheel size:** 10inches **Fuel tank:** 6litres **Also try:** Activa, Nova 135, Kristal, Pleasure, Accesskg																				
	0.55	0.51	0.56	0.55	1cyl 109cc	V	8	8.77	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	7/10
Dream: Honda's attack deep into Hero territory. Wing riding for the commuter.																				
L: 202.2/2009cm **Seat Height:** na **Wheelbase:** 128.5/125.8cm **Weight:** 108/105kg **Wheel size:** 18inches **Fuel tank:** 8litres **Also try:**Hero Splendor																				
CD 110	0.50	0.47	0.51	0.52	1cyl 109cc	4M	8.25	8.63	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	-
Neo	0.52	0.50	0.54	0.59	1cyl 109cc	4M	8.25	8.63	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	5/10
Yuga	0.59	0.55	0.62	0.60	1cyl 109cc	4M	8.25	8.63	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	6/10
Gold Wing: The ultimate touring machine is here. You can also have one equipped with an airbag!																				
L: na **Seat Height:** 73.9cm **Wheelbase:** 168.9cm **Weight:** 421kg **Wheel size:** 18(f), 16(r) inches **Fuel tank:** 25 litres **Also try:** Indian Chief Vintage																				
Audio Comfort	na	28.50	na	28.50*	6cyl 1832cc	5M	117	167	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	-
Airbag	na	31.50	na	31.50*	6cyl 1832cc	5M	117	167	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	-
Livo: Honda's replaced the edgy-looking Twister with the Livo. Is claimed to return 74km to a litre.																				
L: 202cm **Seat Height:** na **Wheelbase:** 128.5cm **Weight:** 111kg **Wheel size:** 18 inches **Fuel tank:** 8.5 litres **Also try:** Bajaj Discover 100M, Hero Splendor																				
Drum	0.62	0.57	0.65	0.62	1cyl 109cc	4M	8	8.3	na	na	na	✔	✔	✖	✖	✔	✖	✖	✖	-
Disc	0.65	0.60	0.67	0.65	1cyl 109cc	4M	8	8.3	na	na	na	✔	✔	✖	✖	✔	✔	✖	✖	-
VFR: Brilliant all-rounder, the V4 engine and the dual-clutch transmission makes this bike extra special.																				
L: 225cm **Seat Height:** 81.5cm **Wheelbase:** 154.5cm **Weight:** 267kg **Wheel size:** 17inches **Fuel tank:** 18.5litres **Also try:** Yamaha V-Max, Suzuki Hayabusa																				
1200F	na	19.26	na	20.60	4cyl 1237cc	6M	170	129	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	6/10
VT 1300 CX: Honda's only cruiser for India.																				
L: 257cm **Seat Height:** 67.8cm **Wheelbase:** 180.5cm **Weight:** 303kg **Wheel size:** 21/18inches **Fuel tank:** 12.8litres **Also try:** Harley Davidson V-Rod																				
1300CX	na	15.21	na	16.66	2cyl 1312cc	5M	57	107	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-

HYOSUNG **Dealers** 2 **Warranty** na **Website** www.dskhyosung.com

Company description: *The Korean manufacturer tries to give the same thrills as its Japanese and American rivals at a more affordable price.*

***TG Awards:* Surprise of the Year 2014: Hyosung Aquila Pro**
'A fitting Korean reply to the idea that only the Japanese and the Americans can make cruisers to fall for.'

	Price				Numbers							Features								
Aquila: A V-twin cruiser that offers bling and power (with the Pro) and value for money (with the 250)																				
L: 243cm **Seat Height:** 70.5cm **Wheelbase:** 144.5cm **Weight:** 218kg **Wheel size:** 17inches **Fuel tank:** 16 litres **Also try:** Harley-Davidson Super Low																				
Pro	6.14	6.03	5.17	6.20	2cyl 647cc	5M	74	62.1	na	na	23	✔	✔	✔	✔	✔	✔	✖	✔	6/10
250	3.39	3.26	na	3.38	2cyl 249cc	5M	26	21	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	6/10
GT: A poser's bike for all those who want a looker and could not care less about performance																				
L: 206cm **Seat Height:** 78cm **Wheelbase:** 144.5cm **Weight:** 171kg **Wheel size:** 17inches **Fuel tank:** 8litres **Also try:** Ninja 300.																				
250R	3.57	3.43	2.78	3.50	2cyl 249cc	5M	28	22.6	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	4/10

Buyers Guide continued ▶

*Indicates Ex-showroom prices for Mumbai ✔ Yes ✖ No ⊖ Optional Gadgets & Safety Guide

TOPGEAR NEW BIKE GUIDE

◀ Hyosung continued

	Price				Numbers							Features								
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
650R	5.65	5.52	4.71	5.68	2cyl 647cc	6M	72.7	61	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	5/10

GT N: The more fun, naked version of the GT650R, the GT650N is a perfect ride for the city.

L: 209cm **Seat Height:** NA **Wheelbase:** 144.5cm **Weight:** 196kg **Wheel size:** NA **Fuel tank:** NA **Also try:** Ninja 300.

650N	4.06	3.73	3.80	4.52	2cyl 647cc	6M	72.7	61	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	6/10

ST7: It's hard to see why someone would pick the ST7 over a Harley, unless Hyosung offers a solid bargain.

L: 247cm **Seat Height:** 76.2cm **Wheelbase:** 169cm **Weight:** 244 **Wheel size:** 16inches **Fuel tank:** 18litres **Also try:** Sportster XL 883 L

ST7	6.99	6.03	5.89	6.20	2cyl 678cc	6M	61.6	57.3	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	5/10

INDIAN

Dealers na **Warranty** na **Website** http://www.indianmotorcycle.com

Company description: *The oldest American motorcycle brand comes to India to take on its oldest American rival.*

***TG Awards:* Cruiser of the Year 2015: Indian Chief Vintage**
'Very few people can resist the laid-back cool of the Indian Chief Vintage.'

Chief Classic: A genuine alternative to a Harley with classic looks and a torquey engine, though the pricing could've been better.

L: 263cm **Seat Height:** 66cm **Wheelbase:** 173cm **Weight:** 370kg **Wheel size:** 16inches **Fuel tank:** 20.8litres **Also try:** Harley-Davidson Super Low

Classic	na	26.5*	na	na	2cyl 1811cc	6M	na	138.9	na	na	na	✔	✖	✔	✔	✔	✔	✖	✔	7/10

Chief Vintage: If you are into leathers. If you know what we mean.

L: 263cm **Seat Height:** 66cm **Wheelbase:** 173cm **Weight:** 379kg **Wheel size:** 16inches **Fuel tank:** 20.8litres **Also try:** Harley-Davidson Street Bob

Vintage	na	29.5*	na	na	2cyl 1811cc	6M	na	138.9	na	na	na	✔	✖	✔	✔	✔	✔	✖	✔	8/10

Chieftain: A powerful motorcycle which comes with a fairing to stop those wind blasts for comfortable rides.

L: 257.1cm **Seat Height:** 66cm **Wheelbase:** 166.8cm **Weight:** 385kg **Wheel size:** 16inches **Fuel tank:** 20.8litres **Also try:** Harley-Davidson Fat Bob

Chieftain	na	33*	na	na	2cyl1811cc	6M	na	138.9	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	9/10

Scout: The smallest new Indian motorcycle, the Scout is here to take the fight to Harley's Dyna range.

L: 231cm **Seat Height:** 63.5cm **Wheelbase:** 156.2cm **Weight:** 253kg **Wheel size:** 16inches **Fuel tank:** 12.5litres **Also try:** Harley-Davidson Dyna range

	na	11.99*	na	na	2cyl1133cc	6M	100	97.7	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	8/10

KAWASAKI

Dealers na **Warranty** 2 years/30,000kms **Website** www.kawasaki-india.com

Company description: *Reviving an old partnership with Bajaj has seen them return to India. They are playing it safe but may be too safe for their own good.*

***TG Awards:* Bike Design of the Year 2015: Kawasaki Z1000**
'It's the kind of bike that'd star in a Batman movie.'

ER-6N: A middleweight naked bike based on the Ninja 650R that's primed to take on Triumph's Street Triple.

L: 211cm **Seat Height:** 80.5cm **Wheelbase:** 141cm **Weight:** 204kg **Wheel size:** 17inches **Fuel tank:** 16litres **Also try:** Triumph Street Triple

ER-6N	na	4.96	na	na	2cyl649cc	6M	71	64	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	8/10

Ninja: Handles like an R15, comfort levels as good as a Karizma and more power than both put together.

L: 208.5cm **Seat Height:** 76.2cm **Wheelbase:** 139.9cm **Weight:** 172kg **Wheel size:** 17inches **Fuel tank:** 18litres **Also try:** Three Karizma ZMRs

300	3.44	3.64	3.44	3.80	2cyl 296cc	6M	39	27	na	6.7	21.5	✔	✔	✔	✔	✔	✔	✖	✔	7/10
650	5.00	5.37	5.00	5.53	2cyl 649cc	6M	72	64	na	6.7	17.3	✔	✔	✔	✔	✔	✔	✖	✔	7/10
1000	na	12.5	na	na	4cyl 1043cc	6M	140	111	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	7/10
ZX-10R	na	15.70	na	na	4cyl 998cc	6M	197	112	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	9/10
ZX-14R	na	16.90	na	na	4cyl 1441cc	6M	210	162.5	300	2.6	16.7	✔	✔	✔	✔	✔	✔	✖	✔	9/10
H2	na	29*	na	33.56	4cyl 998cc	6M	197	133	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-

Z250: The Ninja 250 that's been stripped down to create a stunning street bike. Expensive, but hey, an extra cylinder costs money.

L: 201cm **Seat Height:** 78.5cm **Wheelbase:** 140cm **Weight:** 168kg **Wheel size:** 17inches **Fuel tank:** 17litres **Also try:** Suzuki Inazuma

	na	3.11	na	na	2cyl 249cc	6M	31.5	21	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-

Z800: If the mighty Z1000 is too powerful for you, the Z800 is the perfect choice.

L: 210cm **Seat Height:** 83.4cm **Wheelbase:** 144.5cm **Weight:** 231kg **Wheel size:** 17inches **Fuel tank:** 17litres **Also try:** Ducati Monster 795

	na	7.90	na	na	4cyl 806cc	6M	111.3	83	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	8/10

Z1000: With looks that could sear the soul, the Z1000 is a naked bike that you absolutely want. Immensely powerful inline-four adds the 'X-factor'.

L: 204.5cm **Seat Height:** 81.5cm **Wheelbase:** 143.5cm **Weight:** 221kg **Wheel size:** 17inches **Fuel tank:** 17litres **Also try:** Honda CB1000R, Yamaha FZ-1

Z1000	na	12.50	na	na	4cyl 1043cc	6M	140	111	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	7/10

KTM

Dealers na **Warranty** 2years/30,000kms **Website** www.bajajauto.com

Company description: *Hooligans par excellence come to India, courtesy Bajaj, and bring along their unparalleled sense of mayhem.*

***TG Awards:* Readers' Choice Bike of the Year 2014 + Bike of the Year 2014: KTM 390 Duke** 'Bike of the year twice in a row? Sounds tough, but the Duke just did it.'

Duke: True to its heritage, the Duke 200 is a machine that is easily swayed into almost anti-social antics. Top shelf parts and value for money

L: na **Seat Height:** 81cm **Wheelbase:** 136.1cm **Weight:** 125kg **Wheel size:** 17inches **Fuel tank:** 10.5litres **Also try:** Pulsar 200NS

200	1.32	1.38	1.33	1.47	1cyl 199.5cc	6M	25.5	19	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	8/10
390	1.83	1.90	1.84	2.04	1cyl 373.2cc	6M	43	35	na	na	33	✔	✔	✔	✔	✔	✔	⊖	✔	9/10

Gadgets & Safety Guide ✔ Yes ✖ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai

TOPGEAR NEW BIKE GUIDE

◀ KTM continued

	Price				Numbers							Features								
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING

RC: KTM decided to take the Duke brothers racing, and so, with some help from the KTM Moto3 team, the RCs were born.

L: na **Seat Height:** 82cm **Wheelbase:** 134cm **Weight:** 137-147kg **Wheel size:** 17inches **Fuel tank:** 10litres **Also try:** Becoming a Moto3 rider

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
200	na	1.66	na	na	1cyl 199.5cc	6M	25.5	19	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	-
390	na	2.13	na	na	1cyl 373.2cc	6M	43	35	na	na	na	✔	✔	✔	✔	✔	✔	⊖	✔	-

MAHINDRA **Dealers** na **Warranty** na **Website** www.mahindra2wheelers.com

Company description: *After buying the defunct Kinetic motors, Mahindra has taken its first step into the highly competitive two-wheeler market.*

TG Awards: -

Centuro: Loaded with a list of features that are a first in its class.

L: 203cm **Seat Height:** na **Wheelbase:** 126.5cm **Weight:** 120kg **Wheel size:** 18inches **Fuel tank:** 12.7litres **Also try:** Honda Dream Yuga

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
N1 Disc	0.45	0.56	0.48	0.62	1cyl 106.7cc	4M	8.4	8.5	na	na	na	✔	✔	✔	✔	✔	✖	✔	✖	4/10

Duro DZ: The all-new Duro, well not all that new. Remember the Kinetic Nova?

L: 181.9cm **Seat Height:** 78cm **Wheelbase:** 127cm **Weight:** 114kg **Wheel size:** 10inches **Fuel tank:** 6.5litres **Also try:** Honda Activa, Suzuki Access

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
	0.47	0.43	0.46	0.56	1cyl 124cc	V	8	9	80	na	45	✔	✖	✖	✖	✖	✖	✖	✖	5/10

Flyte: Inherited from the erst while Kinetic-SYM collaboration.

L: 179cm **Seat Height:** 76cm **Wheelbase:** 126cm **Weight:** 105kg **Wheel size:** 10inches **Fuel tank:** 5litres **Also try:** Honda Activa, Suzuki Access

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
	0.41	0.41	0.42	0.57	1cyl 124cc	V	8	9	80	na	45	✔	✖	✖	✖	✖	✖	✖	✖	3/10

Gusto: Mahindra's first all-new scooter. Developed in Pune, styled in Italy. A decent alternative to other offerings.

L: 179cm **Seat Height:** 76cm **Wheelbase:** 126cm **Weight:** 105kg **Wheel size:** 10inches **Fuel tank:** 5litres **Also try:** Honda Activa, TVS Jupiter

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
Dx	na	0.43	na	0.57	1cyl 110cc	V	8	9	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	5/10
Vx	na	0.47	na	0.62	1cyl 110cc	V	8	9	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	5/10

Pantero: The Mahindra manages to impress with little value features that are usually not seen in this segment.

L: 200cm **Seat Height:** 80.5cm **Wheelbase:** 126.5cm **Weight:** 120kg **Wheel size:** 18inches **Fuel tank:** 13.7litres **Also try:** Bajaj Discover 100T

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
	na	0.43	0.44	0.49	1cyl 106.7cc	4M	8.4	8.5	na	na	49	⊖	⊖	✖	✖	✔	✖	✔	✖	5/10

Rodeo UZO: More focused on youngsters. Takes on the likes of Activa, Dio.

L: 179cm **Seat Height:** 76cm **Wheelbase:** 124.5cm **Weight:** 106kg **Wheel size:** 10inches **Fuel tank:** 4.5litres **Also try:** Honda Activa, Suzuki Access

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
	0.50	0.46	0.48	0.59	1cyl 124cc	V	8	9	80	na	45	✔	✖	✖	✖	✔	✖	✖	✖	4/10

ROYAL ENFIELD **Dealers** na **Warranty** na **Website** www.royalenfield.com

Company description: *They've kept alive the charisma of big bore singles although emission norms have muted them to a fair extent.*

TG Awards: ***Most Beautiful Bike of the Year 2014: Royal Enfield Continental GT*** 'If looks could kill, the 2013 Royal Enfield Continental GT tops the list of mass murderers.'

Bullet: The thump is enough to buzz your senses. However, this one is basic, tough and macho. Can ride on almost any surface.

L: 212 **Seat Height:** na **Wheelbase:** 137 **Weight:** 163kg **Wheel size:** 19inches **Fuel tank:** 14.5litres **Also try:** Electra, Machismo.

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
350	1.00	0.98	1.00	1.22	1cyl 346cc	5M	19.8	28	na	na	na	⊖	✖	✔	✖	✖	⊖	⊖	✖	4/10
500	1.44	1.41	1.44	1.75	1cyl499cc	5M	26	40.9	117	na	na	✔	✖	✔	✖	✖	✖	⊖	✖	6/10
Electra	1.12	1.10	1.13	1.37	1cyl 499cc	5M	27.2	41.3	na	na	na	⊖	✖	✔	✖	✖	⊖	⊖	✖	4/10

Classic: A true beast. The 500 features the all-new fuel-injected TwinSpark engine. This is the most refined bike in the Bullet stable.

L: 213cm **Seat Height:** 80cm **Wheelbase:** 137cm **Weight:** 187kg **Wheel size:** 18-19inches **Fuel tank:** 13.5litres **Also try:** Electra, Machismo.

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
350	1.20	1.17	1.20	1.45	1cyl 346cc	5M	19.8	28	120	na	na	✔	✖	✔	✖	✔	✔	⊖	✖	4/10
500	1.53	1.50	1.54	1.86	1cyl 499cc	5M	27.2	41.3	130	na	na	✔	✖	✔	✖	✔	✔	⊖	✖	5/10
Desert Storm	1.56	1.53	1.56	1.89	1cyl 499cc	5M	27.2	41.3	130	na	na	✔	✖	✔	✖	✔	✔	⊖	✖	5/10
Chrome	1.63	1.60	1.63	1.98	1cyl 499cc	5M	27.2	41.3	130	na	na	✔	✖	✔	✖	✔	✔	⊖	✖	5/10

Continental GT: Most powerful RE, best-looking RE, and the 2013 Indian Motorcycle of the Year. Need we say more?

L: 206cm **Seat Height:** 80cm **Wheelbase:** 136cm **Weight:** 184kg **Wheel size:** 18inches **Fuel tank:** 13.5litres **Also try:** Triumph Thruxton (which is way more expensive)

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
Continental GT	1.88	1.84	1.88	2.23	1cyl 535cc	5M	29.1	44	na	na	na	✔	✖	✔	✔	✖	✔	⊖	✔	7/10

Thunderbird: The cruiser in the crowd. Quite comfortable on the highway and an extremely steady bike.

L: 204cm **Seat Height:** 77.5cm **Wheelbase:** 124cm **Weight:** 179kg **Wheel size:** 18inches **Fuel tank:** 12litres **Also try:** Avenger

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
350	1.31	1.28	1.31	1.58	1cyl 346cc	5M	20	28	120	na	45	✔	✖	✔	✔	✔	✔	⊖	✔	5/10
500	1.66	1.63	1.66	2.01	1cyl 499cc	5M	27.2	41.3	130	na	na	✔	✖	✔	✖	✔	✔	⊖	✖	6/10

SUZUKI **Dealers** na **Warranty** na **Website** www.suzukimotorcycle.co.in

Company description: *Maker of the fastest production motorcycle of the world has found the going tough in India.*

TG Awards: ***Street Sport Bike of the Year 2015: Suzuki Gixxer*** 'Spend some time with it, and you will realise why the Gixxer is so much fun.'

Access: Suzuki's attempt to redefine practicality is great for college-goers. 125cc power for the price of an Activa.

L: 178cm **Seat Height:** 78cm **Wheelbase:** 125cm **Weight:** 109kg **Wheel size:** 10inches **Fuel tank:** 6.4litres **Also try:** Honda Activa, Dio, Kinetic Flyte

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
	0.50	0.47	0.48	0.56	1cyl 124cc	V	8.6	9.8	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	7/10

Buyers Guide continued ▶

*Indicates Ex-showroom prices for Mumbai ✔ Yes ✖ No ⊖ Optional Gadgets & Safety Guide

TOPGEAR NEW BIKE GUIDE

◀ Suzuki continued

	Price				Numbers							Features								
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING

Bandit: Proper cross-country tourer for those who aren't fans of the Harley way.

L: 213cm **Seat Height:** 81/83cm **Wheelbase:** 1485cm **Weight:** 250kg **Wheel size:** 17inches **Fuel tank:** 19litres **Also try:** Harley Davidson XR1200 Sportster, Ducati Monster

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
1250	11.01	10.75	10.94	10.07*	4cyl 1255cc	6M	na	na	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	7/10

Gixxer: Suzuki's 155cc naked bike has got the Yamaha FZ square in its sights.

L: 205cm **Seat Height:** 78cm **Wheelbase:** 133cm **Weight:** 135kg **Wheel size:** 17inches **Fuel tank:** 12litres **Also try:** Yamaha FZ

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
	0.82	0.80	0.87	0.84	1cyl 155cc	5M	14.6	14	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	9/10

Gixxer SF: Just as good as the naked Gixxer, only with a fairing. Looks cooler in the MotoGP livery.

L: 205cm **Seat Height:** 78cm **Wheelbase:** 133cm **Weight:** 135kg **Wheel size:** 17inches **Fuel tank:** 12litres **Also try:** Yamaha FZ

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
	0.82	0.80	0.87	0.84	1cyl 155cc	5M	14.6	14	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	9/10

GS 150 R: Possibly the most refined bike in India with good ride and handling. The six-speed gearbox is super-smooth.

L: 209.5cm **Seat Height:** 79cm **Wheelbase:** 134cm **Weight:** 134kg **Wheel size:** 18inches **Fuel tank:** 12litres **Also try:** Pulsar, Unicorn, FZ-16, Apache

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
	0.73	0.66	0.71	0.81	1cyl 149cc	6M	13.8	134	na	na	na	✔	✔	✔	✔	✔	✔	✔	✔	6/10

GSX: Suzuki's litre bike completes a Japanese trio. Arguably the most comfortable of the lot.

L: 204.5cm **Seat Height:** 81cm **Wheelbase:** 140.5 **Weight:** 205kg **Wheel size:** 17inches **Fuel tank:** 17.5litres **Also try:** Yamaha YZF-R1, Honda Fireblade

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
R-1000	16.34	15.95	16.23	15.95*	4cyl 999cc	6M	191	na	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	9/10
S1000	12.55	12.25	12.46	12.25*	4cyl 999cc	6M	na	na	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-
S1000 F	13.01	12.70	12.92	12.70*	4cyl 999cc	6M	na	na	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-

Hayabusa: Not the fastest production motorcycle anymore, but the 1300cc motor still pack a lot of punch.

L: 219cm **Seat Height:** 805cm **Wheelbase:** 148cm **Weight:** 260kg **Wheel size:** 17inches **Fuel tank:** 21litres **Also try:** Yamaha YZF-R1 or a few hundred Pulsars put together

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
GSX 13000 R	16.34	15.95	16.23	15.95*	4cyl 1340cc	6M	198	154	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	9/10

Intruder: This is a mammoth motorcycle with an engine big enough to put most cars to shame.

L: 248cm **Seat Height:** 705cm **Wheelbase:** 171cm **Weight:** 347kg **Wheel size:** 18inches **Fuel tank:** 19litres **Also try:** Most cars that you can think of or maybe even a boat

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
M800	10.29	10.05	10.22	10.05*	2cyl 805cc	5M	52	68	na	na	22	✔	✔	✔	✔	✔	✔	✖	✔	5/10
M 1800 R	16.34	15.95	16.23	15.95*	2cyl 1780cc	5M	127	160	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	6/10

Let's: A decent little scooter that doesn't offer anything path-breaking. Needs to catch up with Honda in terms of refinement.

L: 180cm **Seat Height:** 76cm **Wheelbase:** 125cm **Weight:** 98kg **Wheel size:** 10inches **Fuel tank:** 5.2litres **Also try:** Honda Dio

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
	0.52	0.47	0.53	0.52	1cyl 113cc	V	8.7	9	na	na	na	✔	⊖	✖	✔	✖	⊖	✖	✖	6/10

Sling Shot: Reskinned Zeus to break the lull, or so Suzuki hopes. Stylish design, quality of materials not very good though.

L: 203.5cm **Seat Height:** na **Wheelbase:** 126.5cm **Weight:** 128kg **Wheel size:** 18inches **Fuel tank:** 12litres **Also try:** Honda Shine, TVS Flame, Discover, Hero Honda Splendor

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
Sling shot	0.55	0.53	0.53	0.59	1cyl 124cc	5M	8.5	10	na	na	60	✔	⊖	✖	✖	✖	✖	✔	✖	4/10

Swish: Want a peformance scooter with a bit of style? The Swish is what the doctor ordered.

L: 178cm **Seat Height:** 78cm **Wheelbase:** 125cm **Weight:** 128kg **Wheel size:** 10inches **Fuel tank:** 6litres **Also try:** Honda Dio

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
	0.51	0.48	0.50	0.57	1cyl 124cc	V	8.5	9.8	na	na	na	✔	⊖	✖	✔	✖	⊖	✖	✖	7/10

V-Strom: Suzuki attempts to wander in the Multistrada territory. Is it a right step?

L: 228.5cm **Seat Height:** 85cm **Wheelbase:** 155.5cm **Weight:** 228kg **Wheel size:** na **Fuel tank:** 20litres **Also try:** Ducati Multistrada, Triumph Tiger

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
1000 ABS	15.32	14.95	15.21	14.95*	2cyl 1037cc	6M	na	na	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	7/10

TRIUMPH

Dealers 10 **Website** www.triumphmotorcycles .in

Company description: *British bike maker not to be mistaken with the lingerie company of the same name.*

***TG Awards:* Bike of the Year 2015: Triumph Daytona 675R**
'In a segment obsessed with power, the cracking middleweight 675R focuses on being fun.'

Bonneville: The quintessential Triumph. Also the most inexpensive bike of the range. Couldn't get any better.

L: 211.5cm **Seat Height:** 74cm **Wheelbase:** 149cm **Weight:** 225kg **Wheel size:** 17inches **Fuel tank:** 16litres **Also try:** Harley SuperLow.

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
Bonneville	na	5.7	na	6.67	2cyl 865cc	5M	67	68	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	6/10
Bonneville T100	na	6.6	na	7.67	2cyl 865cc	5M	67	68	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	7/10
Thruxton	na	6.7	na	7.79	2cyl 865cc	5M	68	69	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	8/10

Daytona: 675cc three-pot, racing-derived genes and looks to make your heart melt. An expensive, but fine machine.

L: 204.5cm **Seat Height:** 83cm **Wheelbase:** 137.5cm **Weight:** 184kg **Wheel size:** 17inches **Fuel tank:** 17.4litres **Also try:** Resisting the temptation.

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
Daytona 675	na	10.15	na	11.57	3cyl 675cc	6M	126	74	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	na
Daytona 675 R	na	11.4	na	13.05	3cyl 675cc	6M	126	74	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	9/10

Roadsters: These are the stripped-down Daytonas, one with a 675cc motor, the other with a 1050. Proper Brit muscle.

L: 210cm **Seat Height:** 82.5cm **Wheelbase:** 143.5cm **Weight:** 214kg **Wheel size:** 17inches **Fuel tank:** 17litres **Also try:** Harley's Sportster range, Kawasaki Z1000.

	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
Speed Triple	na	10.4	na	11.93	3cyl 1050cc	6M	133	111	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	8/10
Street Triple	na	7.5	na	8.69	3cyl 675cc	6M	104	68	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-

Gadgets & Safety Guide ✔ Yes ✖ No ⊖ Optional *Indicates Ex-showroom prices for Mumbai

TOPGEAR NEW BIKE GUIDE

◀ Triumph continued

Rocket III Roadster: With the biggest engine for any production bike, the Rocket III is big enough to dwarf most other cruisers

L: 250cm **Seat Height:** 75cm **Wheelbase:** 169.5cm **Weight:** 367kg **Wheel size:** 17inches **Fuel tank:** 24litres **Also try:** Harley Night Rod, Ducati Diavel, Suzuki Intruder.

	Price				Numbers							Features								
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
Rocket III Roadster	na	20	na	23.05	3cyl 2294cc	5M	146	221	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	6/10

Thunderbird Storm: The poor man's Rocket III. Not inexpensive or inconspicous in any way.

L: 234cm **Seat Height:** 70cm **Wheelbase:** 161.5cm **Weight:** 339kg **Wheel size:** 19inches **Fuel tank:** 22litres **Also try:** A Harley Softail, Honda VT 1300 CX.

Thunderbird Storm	na	13	na	15.08	2cyl 1699cc	6M	97	156	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	na

Thunderbird LT: A Thunderbird that's built for the long haul. Slightly detuned motor, but still sufficiently powerful.

L: 254.6cm **Seat Height:** 70cm **Wheelbase:** 166.5cm **Weight:** 380kg **Wheel size:** 16inches **Fuel tank:** 22litres **Also try:** Harley-Davidson Softail Classic

Thunderbird LT	na	15.75	na	na	2cyl 1699cc	6M	93	151	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-

Tiger: Triumph's go-anywhere soldier, the Tiger is all the touring motorcycle you'd ever want. Also available with a bigger engine.

L: 221.5cm **Seat Height:** 86.5cm **Wheelbase:** 154.5cm **Weight:** 215kg **Wheel size:** 17inches **Fuel tank:** 19 litres **Also try:** BMW R 1200 GS

Tiger 800 XR	na	10.5	na	11.67	3cyl 799cc	6M	94	79	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-
Tiger 800 XRx	na	11.6	na	13.42	3cyl 799cc	6M	94	79	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	8/10
Tiger 800 XCx	na	12.7	na	14.67	3cyl 799cc	6M	94	79	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	9/10
Tiger Explorer	na	17.9	na	20.25	3cyl 1215cc	6M	135	121	na	na	na	✔	✔	✔	✔	✔	✔	✖	✔	-

TVS

Dealers 618 **Warranty** 2 years or 30,000km bikes,Model dependent for scooters **Website** www.tvsmotor.in

Company description: They've had their ups and downs but seem sorted out now. Strong presence in southern India, rest of India needs some attention.

***TG Awards:* Scooter of the Year 2014: TVS Jupiter**
'The everyday family scooter that ran rings around the competition this year.'

Apache: Into its second generation now with a bigger engine and more 'race effects'. Still a great looker.

L: 202cm **Seat Height:** 79cm **Wheelbase:** 130cm **Weight:** 136kg **Wheel size:** 17/18inches **Fuel tank:** 16litres **Also try:** Pulsar 150, Achiever, Unicorn.

RTR160	0.69	0.68	0.68	0.85	1cyl 159cc	5M	15.2	13.1	105	na	42	✔	✔	✔	✔	✔	✔	⊖	✖	4/10
RTR180	0.73	0.72	0.72	0.89	1cyl 178cc	5M	17.1	15.5	119	4.15	33	✔	✔	✔	✔	✔	✔	⊖	✖	7/10
RTR180 ABS	0.83	0.82	0.82	1.01	1cyl 178cc	5M	17.1	15.5	119	4.15	33	✔	✔	✔	✔	✔	✔	⊖	✖	na

Jupiter: TVS's latest offering to take on the Honda Activa, just that it looks too similar to its rival.

L: 183.4cm **Seat Height:** 65cm **Wheelbase:** 127.5cm **Weight:** na **Wheel size:** 12inches **Fuel tank:** 5litres **Also try:** Honda Activa, Yamaha Ray

	0.49	0.44	0.48	0.62	1cyl 109cc	V	7.8	8	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	8/10

Phoenix: A straight forward commuter bike. What you see is what you get.

L: 198.5cm **Seat Height:** na **Wheelbase:** 126.5cm **Weight:** 116kg **Wheel size:** 17inches **Fuel tank:** 12litres **Also try:** Discover 125

	0.53	0.52	0.53	0.63	1cyl 124.5cc	4M	10.8	10.8	95	na	na	✔	✔	✔	✖	✖	⊖	✖	✔	4/10

Scooty: It's tiny, petite and peppy. Convenient for city errands. But buy a bike for regular commuting. Perfect as your first two-wheeler.

L: 168.5cm **Seat Height:** 106cm **Wheelbase:** 123cm **Weight:** 85-97kg **Wheel size:** 10inches **Fuel tank:** 5litres **Also try:** Nothing really

Streak	0.42	0.43	0.41	0.54	1cyl 87cc	V	5	5.8	na	na	na	✔	✔	✖	✖	✖	✖	✖	✖	4/10
Pep Plus	0.40	0.41	0.39	0.52	1cyl 87cc	V	5	5.8	na	na	na	✔	✔	✖	✖	✖	✖	✖	✖	4/10
Zest 110	na	0.42	na	0.59	1cyl 109.7cc	V	7.9	8.7	na	na	na	✔	✔	✖	✖	✖	✖	✖	✖	6/10

Wego: With the Wego, TVS has set its eyes on Honda's share of the gearless two-wheeler market.

L: na **Seat Height:** na **Wheelbase:** na **Weight:** na **Wheel size:** na **Fuel tank:** 5litres **Also try:** Honda Activa, Honda Aviator

	0.52	0.49	0.50	0.63	1cyl 110cc	V	8	8	na	na	na	✔	✔	✖	✖	✖	✖	✖	✖	7/10

VESPA

Dealers 8 **Warranty** na **Website** www.vespaindia.com

Company description: *If there ever was a company that married history and tradition with a modern outlook, Vespa is it.*

***TG Awards:* Two wheeler design of the year 2012** 'Could've called this Automotive Fashion Statement of the Year. But it already was, so never mind.'

Vespa: This 125cc scooter is undoubtedly one of the best-looking scooters out there. Sticker price is a shocker, though

L: na **Seat Height:** na **Wheelbase:** na **Weight:** na **Wheel size:** na **Fuel tank:** 5litres **Also try:** Honda Dio, Suzuki Swish, Yamaha Ray

S	0.76	0.75	0.76	0.92	1cyl 125cc	V	10	10.6	na	na	na	✔	✔	✖	✖	✖	✔	✖	✖	6/10
VX	0.72	0.71	0.72	0.87	1cyl 125cc	V	10	10.6	na	na	na	✔	✔	✖	✖	✖	✔	✖	✖	6/10

YAMAHA

Dealers 400 **Warranty** 2 years or 20,000km **Website** www.yamaha-motor-india.com

Company description: *Have made a name out of manufacturing fast bikes. Great products, but dealer network not good enough to back them up.*

***TG Awards:* Scooter of the year 2012: Ray**
'Yamaha finally enters scooter market in India. Pulls a winner out of the hat.'

Alpha: Yamaha's attempt to take on the scooter segment dominated by Honda's Activa

L: 179.5cm **Seat Height:** 77.5cm **Wheelbase:** 127cm **Weight:** 104kg **Wheel size:** na **Fuel tank:** 5.2litres **Also try:** Honda Activa, Honda Aviator

	0.49	0.47	0.48	0.60	1cyl 113cc	V	7.1	na	na	na	na	✔	✖	✖	✖	✖	✖	✖	✖	7/10

Buyers Guide continued ▶

*Indicates Ex-showroom prices for Mumbai ✔ Yes ✖ No ⊖ Optional Gadgets & Safety Guide

TOPGEAR NEW BIKE GUIDE

◀ Yamaha continued

	Price				Numbers							Features								
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch	TG RATING
Fascino: Styled to fight the Vespa, priced to snatch a piece of the Activa's pie. A style-conscious Alpha, in essence.																				
L: 181.5cm **Seat Height:** 77.5cm **Wheelbase:** 127cm **Weight:** 103kg **Wheel size:** 10 inches **Fuel tank:** 5.2 litres **Also try:** Vespa, Honda Activa																				
	na	0.52	na	0.64	1cyl 113cc	V	7	8.1	na	na	na	✓	✗	✓	✗	✗	✗	✗	✗	-
Fazer: Purely a commuter. Surprisingly a good handler and has a refined engine. Now with lesser power, and lesser weight.																				
L: 197cm **Seat Height:** 79cm **Wheelbase:** 133.5cm **Weight:** 135kg **Wheel size:** 17inches **Fuel tank:** 13.2litres **Also try:** Pulsar 150, CB Unicorn Dazzler																				
Fazer	0.78	0.77	0.78	0.91	1cyl 149cc	5M	13	13	na	na	na	✓	✓	✓	✓	✓	✓	–	✗	6/10
FZ FI V2.0: Boldest of the 150cc lot with tyres to chew and spit out the competition. Less powerful now, but also lighter.																				
L: 199cm **Seat Height:** 79cm **Wheelbase:** 133cm **Weight:** 132kg **Wheel size:** 17inches **Fuel tank:** 12litres **Also try:** Pulsar 180, Apache RTR																				
FZ	na	0.76	na	na	1cyl 149cc	5M	13	12.8	na	na	na	✓	✓	✓	✓	✓	✓	–	✓	5/10
S	na	0.78	na	na	1cyl 149cc	5M	13	12.8	na	na	na	✓	✓	✓	✓	✓	✓	–	✓	5/10
FZ 1: Street fighter looks and performance to go with it. Will give you all the thrills of a litre class bike.																				
L: 214cm **Seat Height:** 81.5cm **Wheelbase:** 146cm **Weight:** 214kg **Wheel size:** na **Fuel tank:** 18litres **Also try:** CB 1000 R																				
FZ 1	11.63	11.86	12.10	13.65	4cyl 998cc	6M	147.9	106	na	na	na	✓	✓	✓	✓	✓	✓	–	✓	8/10
Ray: Aimed at ladies, but not surprisingly, it endears itself to the opposite sex too. Fun to ride, looks good and is a Yamaha																				
L: 183.5cm **Seat Height:** 76cm **Wheelbase:** 127cm **Weight:** 104kg **Wheel size:** 10inches **Fuel tank:** 5litres **Also try:** Honda Dio, Suzuki Swish																				
Ray	0.46	0.45	0.46	0.56	1cyl 113cc	V	7	8.1	na	na	na	✓	✗	✗	✗	✗	✗	✓	✗	7/10
Ray Z	0.48	0.47	0.48	0.58	1cyl 113cc	V	7	8.1	na	na	na	✓	✗	✗	✗	✗	✗	✓	✗	7/10
SZ: Cheaper alternative to FZ16, cuts down on essentials like disc brakes and pass beam																				
L: 205cm **Seat Height:** 80.2cm **Wheelbase:** 132cm **Weight:** 132kg **Wheel size:** 17inches **Fuel tank:** 14litres **Also try:** Hero Honda Hunk																				
SZ-RR	0.62	0.61	0.62	0.73	1cyl 153cc	5M	12.1	12.8	na	na	na	✗	✓	✗	✓	✓	✗	✗	✓	4/10
SZ-S	0.59	0.58	0.59	0.66	1cyl 153cc	5M	12.1	12.8	na	na	na	✓	✓	✗	✓	✗	✗	✓	✓	4/10
Saluto: Yamaha's having another crack at the 125cc commuter bike segment with the oddly-named Saluto																				
L: 203.5cm **Seat Height:** 80.5cm **Wheelbase:** 126.5cm **Weight:** 112kg **Wheel size:** 18 inches **Fuel tank:** 7.6 litres **Also try:** Honda CB Shine, Bajaj Discover 125																				
Drum	na	0.52	na	0.66	1cyl 125cc	4M	8	10	na	na	na	✓	✓	✓	✗	✗	✗	✓	✓	-
Disc	na	0.52	na	0.68	1cyl 125cc	4M	8	10	na	na	na	✓	✓	✓	✗	✗	✓	✓	✓	-
V-Max: Be ready for some seriously fast acceleration, and hope no one is crossing while you are at it.																				
L: 239.5cm **Seat Height:** 77.5cm **Wheelbase:** 170cm **Weight:** 310kg **Wheel size:** 17inches **Fuel tank:** 15litres **Also try:** Apollo 11, SR 71																				
	27.83	29.02	29.60	33.09	4cyl 1679cc	5M	200	166.8	na	na	na	✓	✓	✓	✓	✓	✓	–	✓	-
YZF-R1: Want to be like Rossi? Well, you can start with at least looking like him on a Yamaha.																				
L: 205.5cm **Seat Height:** 85.5-86cm **Wheelbase:** 140.5cm **Weight:** 200kg **Wheel size:** 17 inches **Fuel tank:** 17 litres **Also try:** Ducati Panigale 1299, BMW S1000RR																				
R1	na	22.34	na	na	4cyl 998cc	6M	197	112.4	na	na	na	✓	✓	✗	✓	✓	✓	✓	✓	-
R1M	na	29.43	na	na	4cyl 998cc	6M	197	112.4	na	na	na	✓	✓	✗	✓	✓	✓	✓	✓	-
YZF-R15 2.0: Same old R15 tweaked for better performance. Though no power upgrade will put off a few people																				
L: 197cm **Seat Height:** 80cm **Wheelbase:** 134.5cm **Weight:** 136kg **Wheel size:** 17inches **Fuel tank:** 12litres **Also try:** Karizma ZMR, Bajaj Pulsar 220																				
	1.14	1.10	1.11	1.27	1cyl 150cc	6M	16.8	15	140	na	40	✓	✓	✓	✓	✓	✓	–	✓	7/10

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Gadgets & Safety Guide ✓ Yes ✗ No – Optional *Indicates Ex-showroom prices for Mumbai